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Chillicothe, O., Feb. 29, 1908.

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The Monitor Cracked Corn Separator we purchased from you has been in operation now for about three months. This machine has been giving satisfactory results, and anyone wishing a machine for making cracked corn or feed meal would not make a mistake by purchasing a Monitor.

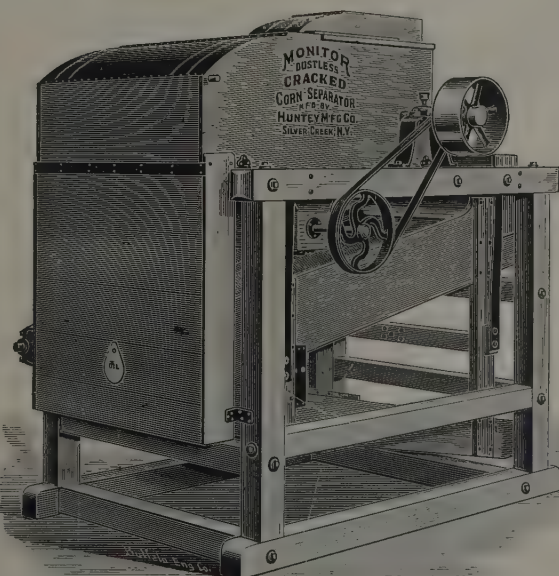
THE STANDARD CEREAL CO.

**Write for Circular Today Which Gives
Complete Detailed Description**

HUNTLEY MFG. CO., Silver Creek, N. Y.

BRANCH OFFICES:

302 Traders Building, Chicago, Ill., F. M. Smith, Agent.
316-318 Fourth Ave. So., Minneapolis, Minn., A. F. Shuler, Agent.
121 Front Street, New York, N. Y., W. K. Miller, Agent.
10 Board of Trade, Kansas City, Mo., H. C. Draver, Southwestern
Agent.
Mississippi and 17th Streets, San Francisco, Cal., Berger, Carter
Co., Pacific Coast Agents.
A. S. Garman, General Agent, Akron, Ohio.
S. J. McTiernan, St. Louis Agent, Terminal Hotel.



The Ideal Car Loader

Successfully loads both ends of car at the same time. See position of fan. Grain enters in center of fan and is at once started in right direction. No loss of power. When not in use loader is not exposed to the weather. Can be pulled into elevator owing to construction of holding frame.



This loader has many other points of superiority. Write now.

THE IDEAL CAR LOADER CO., Allenville, Ill.

BUYERS AND SELLERS

of grain elevators. You can make your wants known quickly by advertising in the "Elevators for Sale and Wanted" columns.

Grain CONTRACT BOOK

This book is for the use of the grain buyer in contracting with farmer patrons for grain. By recording agreements made for the delivery of grain bought, each party thereto obtains a clear statement of what is intended by the other, and the farmer lives up to his contract.

The stub is signed by the farmer certifying that he has sold bushels of at per bu., to be delivered on or before It also certifies that he has received dollars on the contract.

The other part is signed by the elevator man and given to the farmer. It certifies that the elevator man has bought so much grain, etc.

Each book contains 50 contracts, numbered in duplicate, printed on bond paper, size 12x44". If you contract for grain you can not afford to be without these blanks.

Order Form No. 9. Price, 50 cents.

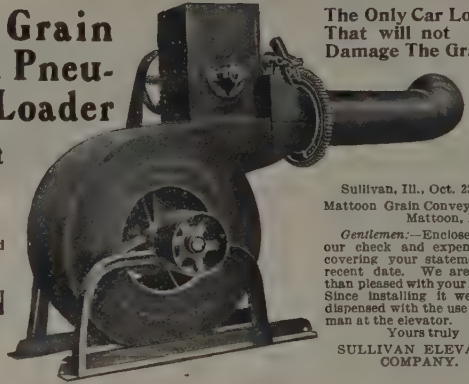
GRAIN DEALERS JOURNAL
255 La Salle Street, CHICAGO, ILL.

Combined Grain Cleaner and Pneumatic Car Loader

The only machine that will clean and load at the same time.

For descriptive circular and prices, address,

MATTOON GRAIN CONVEYOR CO.
MATTOON, ILL.



The Only Car Loader That will not Damage The Grain.

Sullivan, Ill., Oct. 23, 1907.
Mattoon Grain Conveyor
Mattoon, Ill.

Gentlemen:—Enclosed find our check and expense bill covering your statement of recent date. We are more than pleased with your loader. Since installing it we have dispensed with the use of one man at the elevator.

Yours truly
SULLIVAN ELEVATOR COMPANY.

PROMPT SHIPMENTS



Next to the satisfaction which our Car Loaders give we pride ourselves upon the promptness with which we fill orders. The people whose letter we publish below mailed their order on Saturday the 14th inst. We received it Monday the 15th and filled it the same day, so that on Thursday the 18th they had loaded a car of oats. You will see that it was only 3 days from the time the order was mailed until they had the machine in operation and one of those days was Sunday. Although repairs are seldom needed, yet we carry a complete stock of them as well as finished machines and send by first express or freight (as ordered) which will take them.

HUDSON GRAIN & COAL CO.

Hudson, Ill., June 19, 1908.

MAROA MFG. CO., Maroa, Ill.

Gentlemen: We got the Loader installed yesterday noon and loaded car of oats with same in the afternoon, and will say it worked to perfection. We are shipping the loader to you today. You will find bill of same with this letter.

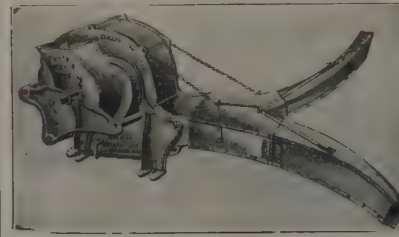
We ship on approval, so if you are not satisfied in every respect you may return it at our expense.

MAROA MANUFACTURING COMPANY

Maroa, Ill.

3 Years of Actual Service and continues to please. This customer has never called for repairs. If you are in need of a car loader write for catalog and prices to

M. C. LILLY, Maroa, Ill., Manufacturer DAISY CAR LOADER.



St. Ansgar, Ia., June 8, 1908.

M. C. Lilly, Maroa, Ill.

Dear Sir: We have been using one of your Daisy Car Loaders for three years and as a labor saver it has no equal. It has paid for itself twice over in saving of labor, besides doing better work and improving the grain.

Yours respectfully, LUND & HUME.

Grand Rapids, O., Oct. 17, 1906.

Welge & Lilly, Maroa, Ill. Gentlemen: I have been using your Daisy Loader for two months and I am very well pleased with its work, putting the grain back in good shape without having to enter the car. Not the least of its value is the improvement it will make in poor oats. Will be glad to say a good word for your machine to anyone whom you may refer to me.

Yours truly, F. E. SOUTHARD.

NEW MARSEILLES DUSTLESS CYLINDER CORN SHELLERS

Made in Several Sizes, Both Stationary and Portable Styles

WE MAKE Hand and Power Corn Shellers, Horse Powers, Feed Grinders, Portable Elevators and Wagon Dumps, Pump Jacks, Grain Elevator Machinery and Supplies.

Speaks for Itself:

Gainesville, Texas, May 12, 1908.

Marseilles Mfg. Co., Marseilles, Ill.

Gentlemen: We purchased the first Shuck Corn Sheller you ever made, some eighteen or twenty years ago. Since then we have bought 13 or 15 of them, representing every improvement, and expect to buy several more this season. We have bought one or more of about every other make and think we are competent judges of such machinery. Your Shellers husk and shell the corn off the cob more thoroughly; save it more completely; clean both the shelled corn and the cobs more perfectly; requires less power in proportion to capacity; are more durably constructed and cost less, loss of time and cost of repairs considered, than any sheller we have ever used. We have thrown out every other kind of Corn Sheller we ever bought and have replaced them with yours.

KEEL & SON,
By J. Z. Keel.

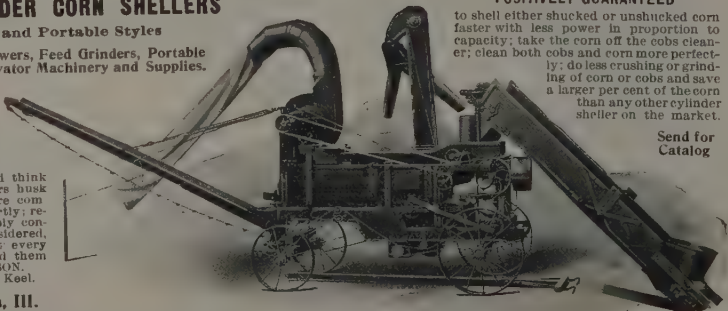
MARSEILLES MFG. CO. Marseilles, Ill.

Branch Houses and General Agencies at Principal Distributing Cities.

POSITIVELY GUARANTEED

to shell either shucked or unshucked corn faster with less power in proportion to capacity; take the corn off the cobs cleanly; clean both cobs and corn more perfectly; do less crushing or grinding of corn or cobs and save a larger per cent of the corn than any other cylinder sheller on the market.

Send for Catalog



Positive Safe Economical

Read what one of scores of our customers say: "Standard Clutch Mfg. Co.: We have used your Clutch continually since Jan. 1st and find it all you claim. It has given perfect satisfaction, starting the machinery under a heavy load, as easily as without load. It is POSITIVE Safe and Economical."—J. D. ROTHGEB & CO., Wellington, Ill.

The Standard Clutch Mfg. Co.
SIDNEY, OHIO

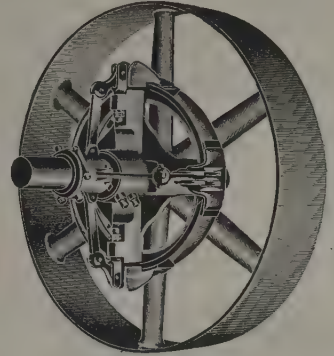


**THIS
IS
IT**

Friction Clutch

Simple. Durable. Safe.

CATALOG A-17

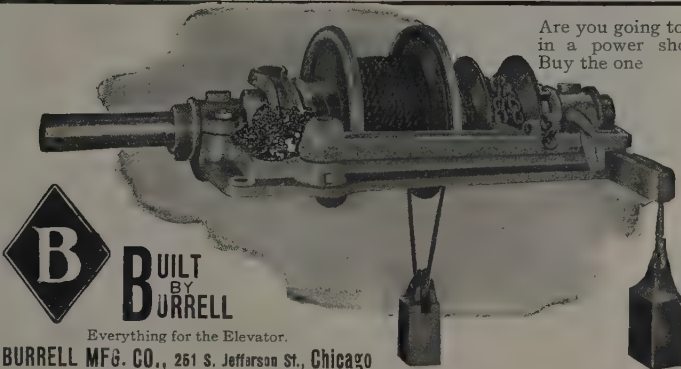


A Friction Clutch is an absolute necessity in a well equipped elevator. We positively sell the most effective clutch on the market. Also

**POWER
TRANSMISSION
MACHINERY**

**W. A. Jones Foundry
& Machine Co.,**

139 W. North Ave., Chicago



Are you going to put
in a power shovel?
Buy the one



**BUILT
BY
BURRELL**

Everything for the Elevator.

BURRELL MFG. CO., 261 S. Jefferson St., Chicago

Wet Harvests Late Planting Immature Corn

Have no terrors for the owner
of a

Hess Grain Drier

He is not only insured against loss, but is enabled to make a profit on tough grain which his less fortunate competitor, having no drier, cannot handle.

We have all sizes ready for instant shipment. Our carload-a-day size (\$900.00) can be set up quickly, without a building and can be put in use in a very few days after placing the order.

The time to install a drier is during the summer or fall. You will then be ready for the season's business

Free Booklets

Hess Warming & Ventilating Co.
907 Tacoma Bldg., CHICAGO

HAMILTON RUBBER MFG. CO.

MANUFACTURERS
OF HIGH-GRADE

RUBBER BELTING

If you want Belting, guaranteed to give perfect satisfaction for all classes of work insist upon your engineer specifying "Hamilton made."

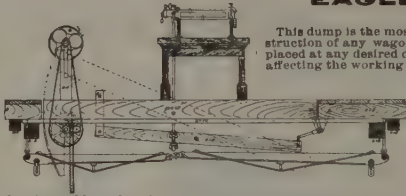
WRITE FOR SAMPLES AND PRICES

161 East Lake Street, CHICAGO

ELMER E. BAST, Manager
TELEPHONE, Main 2296

EAGLE WAGON DUMP

Patented Oct. 18th, '06.



This dump is the most durable, easiest to put up, and simplest in construction of any wagon dump on the market. The trunion pins can be placed at any desired distance from the pinion shaft without in any way affecting the working of the gears. This enables one to use any desired length of dump timbers and yet get perfect results. The controlling device goes on the front end of the dump leaving the back end free for the pit, which is of great value. However, if desired, it may be placed at the back end as well.

Glenburn, N. D., May 16, 1906.

Eagle Iron Works, Minneapolis, Minn.

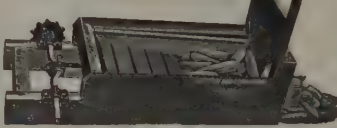
Gentlemen: We beg to state that we have one of your EAGLE WAGON DUMPS in our yard. The controlling device goes on the front end of the dump leaving the back end free for the pit, which is of great value. However, if desired, it may be placed at the back end as well.

Yours very truly,

SHEPARD & SOWLE,

By Wm. W. Shepard.

We carry a full line of elevator and mill supplies. We also repair and make special parts for machines of all descriptions.

EAGLE IRON WORKS, Minneapolis, Minn.**THE CHIEF
EAR CORN FEEDER**

PATENTED

This is one of the Biggest Ear Corn Feeders on the market when utility is considered, 'tho' it occupies little space and sells for a reasonable price.

If you want a feeder that will feed ear corn, wheat, oats, in fact any grain, without extra power or needless worry, write for our prices.

The National Folding Machine Co.

Sidney, Ohio

Western Representatives

P. H. PELKEY CONST. CO., Wichita, Kans.

Chicago Representatives

H. W. CALDWELL & SON COMPANY



If you want the best boot
it is

**BUILT
BY
BURRELL****BURRELL MFG. CO.**

251 South Jefferson Street, CHICAGO

COAL SALES BOOK

FOT RETAIL COAL DEALERS

It facilitates bookkeeping, and reduces the chance for error. Practically three books in one: 1. Original entry of all sales made. 2. Original entry of the scale weights. 3. Journal from which the posting is done.

It contains spaces for 6,000 wagon loads. Each page is ruled with column headings, as follows: Date, Ledger, Folio, Purchaser, Gross, Tare, Net Pounds, Price Per Ton, Amount.

This book is 8½x14 inches and contains 150 numbered pages of superior ledger paper. Well bound with best binder board, covered with cloth, leather back, and round leather corners.

Order Form 44. Price, \$1.75.

GRAIN DEALERS JOURNAL

255 La Salle St., CHICAGO, ILL.

SCALES**Simply Constructed
And Always Right!**

Can be used to advantage in
many places.

Special Net Prices
(Hopper not included)

30 bu. capacity.....	\$26.50
40 bu. "	32.00
60 bu. "	40.00
100 bu. "	50.00

The Standard Scale & Supply Co.

50-52 So. Canal St.

CHICAGO ILLINOIS

Write for Catalogue G. D.

OHIO & MICHIGAN COAL COMPANY

Producers and Shippers

Plymouth Red and White Ash Anthracite

Mt. Pelle Domestic Lump, No. 2 Jackson
Massillon, W. Va. Splint and Smokeless

WRITE TO US
FOR PRICES

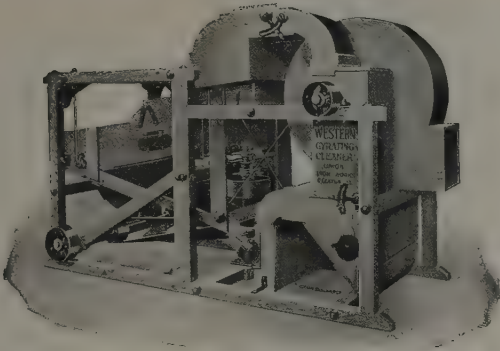
Main Office, DETROIT, MICH.

**TONS to
Dollars and Cents**

Designed primarily for use of Coal and Hay Dealers. This book of tables shows at a glance the cost of any number of pounds of coal or hay at any price per ton from \$1.00, \$1.25, \$1.75, \$2.00 and so on to \$14.00. It is especially adapted for retailers. It is well printed on good paper, and bound in cloth. It has a marginal index. Size of book 4½x7½ inches, 110 pages.

Price \$1.00

GRAIN DEALERS COMPANY
255 LaSalle St. Chicago, Ill.



This is the Machine that cleans corn and gives perfect satisfaction to successful grain men, who demand the best.

CRABBS REYNOLDS TAYLOR CO.

INCORPORATED

GRAIN AND FIELD SEEDS

CRAWFORDSVILLE, IND.



CLOVER SEED.

DIRECTORS
A. E. REYNOLDS, Pres't
B. F. CRABBS, Vice Pres't
BENNETT TAYLOR, Vice Pres't
T. C. CRABBS, Sec'y & Treas.
W. B. FORESMAN, Auditor
C. C. WHEELER
W. W. BUSCHBANK

May 25, 1908.

Union Iron Works,

Decatur, Ill.

Gentlemen:-

Answering your communication of the 20th, relative to two Gyrating Corn Cleaners, which we purchased from you some time since.

These machines are giving perfect satisfaction and have proven to be all that you recommended. As best evidence of what we think of them, we are now erecting the third machine, which you shipped us last week. We think they fill a long felt want for a machine of large capacity occupying the very smallest possible space.

Yours truly,

CRABBS REYNOLDS TAYLOR CO.

PER

Pres't.

The Western Gyrating Cleaner

handles perfectly cobs and corn from sheller, shelled corn, oats and wheat. It is the only cleaner you need. Made in 8 sizes. Capacities 200 to 2,500 bu. per hour. We also make a full line of Elevator Machinery and Supplies. Write us.

UNION IRON WORKS, Decatur, Illinois

AVERY Automatic Scales

FOR SHIPPING AND RECEIVING GRAIN



"No Live, Progressive, Up-to-Date Grain Dealer should be without the AVERY, and, once tried, will not be without them."

WALLACE GRAIN CO.
Cresbard, S. D.,
April 4, 1908.

Use a Well Tried Scale AND RUN NO RISKS

AVERY SCALE CO.

North Milwaukee

Wisconsin



The McLeod Automatic Hopper Scale

"The Scale That Weighs"

A masterpiece of simple construction, embodying the correct principles of the standard scales, including a graduated brass beam.

Weights and records accurately, every pound of grain passing through it.

Requires no attention while in operation, and guaranteed not to stick on light or trashy grain.

Its smooth running qualities insures its durability.

J. D. EARHART & SON

DEALERS IN
GRAIN AND COAL

PARTRIDGE, KANSAS NOV. 14, 1907.

McLEOD BROS., Bloomington, Ill.

GENTLEMEN:—I have your favor of 12th and in reply will say I am more than pleased with my scale. I have weighed with track scales and hopper scales but when I weigh a car of wheat or corn now I am not afraid to make affidavit to weights, I can show as fine weights now as any one. I don't care what kind of scale they are using. Don't hesitate to refer any one to me who is thinking of buying a scale. I can recommend it to any one who wants something good.

Yours truly,

J. D. EARHART & SON.

WRITE FOR CATALOG

McLEOD BROTHERS, Bloomington, Ill. or Marietta, Kans.

Richardson Automatic Elevator Scale



Weights and registers automatically every pound of grain you spout to cars.

It has fewest parts of any automatic scale made—therefore the simplest.

It will not stop through impurities in the grain.

It will protect you against grain stolen or lost in transit.

It will check your wagon scale.

It will tell you the balance in the house.

It has more users than any other scale made.

Lowell, Ind.

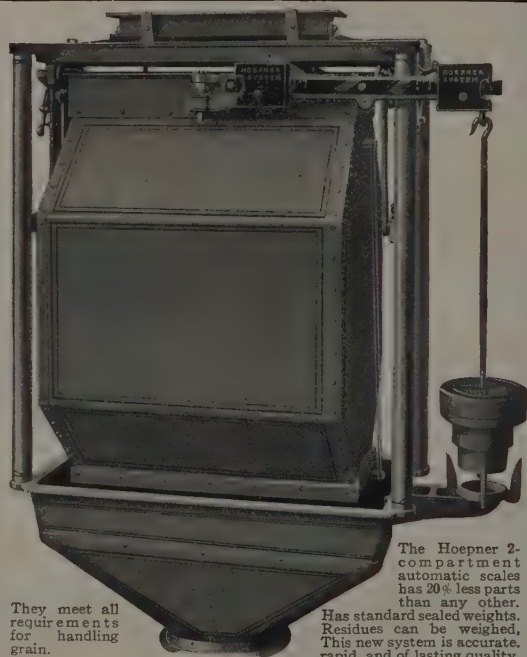
"I have been using your scales for sometime and find they are the right thing in scales. If I had other houses to equip I would surely use the Richardson Scale."

F. C. BROWN HAY & GRAIN CO.

RICHARDSON SCALE CO.

3-4 Park Row
NEW YORK, N. Y.

122 Monroe Street
CHICAGO, ILL.



They meet all requirements for handling grain.

The Hoepner 2-compartment automatic scales has 20% less parts than any other.

Has standard sealed weights. Residues can be weighed. This new system is accurate, rapid, and of lasting quality.

Write for circular No. 15.

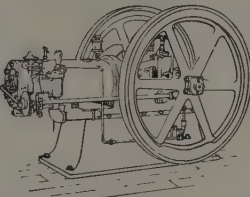
THE HOEPNER SCALE SYSTEM,

42 W. Jackson Boulevard,

Chicago, Ill.

GEORGE HOEPNER, Prop.

POWER FOR GRAIN ELEVATORS.



Ohio Gas and Gasoline Engines
(All sizes)

Used by many lines of elevators.
Used by the U. S. Government.
Used by some of the largest railway systems in the United States.
Let us tell you why.

OHIO MOTOR CO., 315 Dearborn St., Chicago, Ill.



WITTE GAS AND GASOLINE ENGINES

Any size for all kinds of fuel. No engine can be more economical or reliable. We assume the risk and demonstrate that our engine is superior. Perfectly Safe—No Fire Danger—Easy to Start.

Five Year Bond Guarantee

The most modern gas engine factory in America. Prompt deliveries. Complete equipments.
Write us for elevator power Catalog X.

WITTE IRON WORKS CO. 526 West 5th Street, Kansas City, Mo.

NEW ERA Gas and Gasoline Engines and Gas Producers



The New Era Gas Engine has a patented Water Jacketed Solid Cylinder

Head, requiring no packing.
Sizes 14 to 150 H. P.

The New Era Gas Engine Co.
86 Dale Ave., Dayton, Ohio

FOOS Gas and Gasoline ENGINES

THE IDEAL ELEVATOR POWER

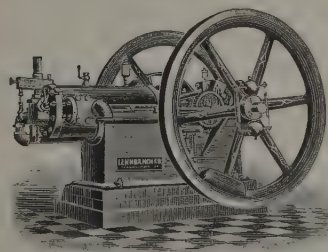
When you buy the Foos you get no experiment, but a High-Class Reliable Engine, which is the result of twenty-one years of Gas Engine Experience, and which is built in the Largest Exclusive Gas Engine Plant in America. We can furnish Horizontal or Vertical in sizes from 2 to 500 H. P. in all Types suitable for all fuels. Speed regulation guaranteed within 2% from no load to normal. Write for Free 40-Page Foos Book No. 20.

The World's Greatest Engine

THE FOOS GAS ENGINE CO., Springfield, O.

If Your Business
isn't worth advertising
advertise it for sale

Economical and Dependable Power
is what you get when you buy a
Lennox Gasoline Engine



Special prices during June to readers of this paper. Write now for catalog.

LENNOX MACHINE CO.
40 G Street Marshalltown, Ia.


OTTO ENGINES

GOLD MEDAL AT JAMESTOWN

The U. S. Government paid this Company a big compliment when it selected the "OTTO" Engine for use in making fuel test at the Jamestown Exposition.


The Jury of Awards also proved its fitness for its task when it Awarded the "OTTO" the Gold Medal.

The "OTTO" has won FIRST PRIZE at every large Exposition held in this country since the Centennial in '76.



OTTO GAS ENGINE WORKS, Phila., Pa.
STANDARD OF THE WORLD

The St. Mary's Machine Co.
Manufacturer of



Gas and Gasoline Engines

Especially adapted for Grain Elevators and Mills

THE ST. MARY'S MACHINE CO.
St. Mary's, Ohio.

Any Weight

of grain up to 100,000 pounds is reduced to bushels by Clark's Decimal Grain Values, which also shows the value of any number of pounds in dollars and cents. Price \$5.00

GRAIN DEALERS JOURNAL

255 La Salle Street
CHICAGO - ILLINOIS

Gas Engine Books

Operators of gasoline engines who encounter difficulties in the care or operation of gas or gasoline engines will find each of the following books of great assistance.

THE PRACTICAL GAS ENGINEER, by E. W. Longenecker, M. D., Price \$1.00.

THE GAS AND GASOLINE ENGINE, by Norman & Hubbard, Price \$1.00.

THE GAS ENGINE HANDBOOK, by E. W. Roberts, Price \$2.00.

GAS ENGINE TROUBLES AND REMEDIES, by Albert Strittmatter, Price \$1.00.

THE PRACTICAL GAS AND OIL ENGINE HANDBOOK, by L. Elliott Brooks, Price \$1.00.

For any of the above address

Grain Dealers Journal

255 La Salle St. Chicago, Ill.

THE PRACTICAL GAS ENGINEER (Fifth Edition)

If you operate a gasoline engine you need this book for it tells about the operation and care of one. Written by a man of practical experience. Contains 140 pages neatly bound in cloth. Price \$1.00

GRAIN DEALERS JOURNAL.
255 La Salle St., Chicago.

Five Dollars Each

is the regular price of the following car movers.

Our Price \$3.75

Each is claimed to be the best	EASY ATLAS SAMSON SPECIAL SHELTON CHAMPION	We don't care which you order
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Engines, Scales, Elevator Machinery, Supplies and Fireproof Safes at Lowest Prices.

WRITE TO US.

AMERICAN SUPPLY CO.
1110 Farnam St., Omaha, Neb.

Elevator Machinery and Supplies

We carry a large stock and can fill orders promptly.

Grain Cleaning Machinery

We handle a full line and can give you a machine for any kind of work you want to do.

Roll Corrugating and Grinding

The best work—quick service.

Write us for Catalog and Prices on anything you need.

The Strong-Scott Mfg. Co.
MINNEAPOLIS, MINN.

Northwestern Agents for

Invincible Grain Cleaners,
Richardson Automatic Scales,
Richardson Grain Separators,
Knickerbocker Dust Collectors

Grain Dealers Supply Co.

322 4th Ave. South
MINNEAPOLIS, MINN.

Sells Machinery for Elevators and Mills

WRITE FOR PRICES

Avery Automatic Scales
Gasoline Engines

L. H. Hodgman, Dwight Ill.

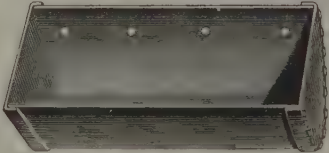
DESIGNER AND BUILDER OF

Grain Elevators and Grain Storage

WRITE FOR PLANS FREE

If You Want

regular country shippers to become familiar with your firm name, place your "ad" here.

FULLER STEEL ELEVATOR BUCKET.

Notice the Shape? The Fuller Bucket will carry from 10% to 33% more than the ordinary bucket.
Cleveland Elev. Bucket Co., 225 St. Clair St., Cleveland, O.

B. S. C. CHAIN FEEDER

Patented.

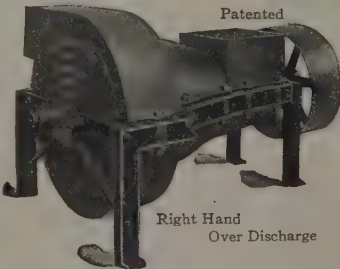


and Conveyor

will carry all kinds of grain. Carries large capacities and is just the thing for filling and emptying deep storage bins. Also from car to boot.

THE U. S. CORN SHELLER

will save you money on first cost and afterwards when repairs are needed. Shelling capacity and satisfaction guaranteed. Made in rights and lefts, over or under discharge. All iron or wood frame if preferred. Thirty days' trial.



Patented

Right Hand
Over Discharge

WRITE FOR CATALOGUE No. 2.

B. S. CONSTANT CO.

Bloomington, : : : : Ill.

Do You Need a New Belt This Season?

If so, write us about

**ATLAS STITCHED
CANVAS BELTING**

and find out why you can save money by using Canvas Belting.



Buyers of belting are beginning to realize that they can reduce their belting expense and obtain just as good service by using Canvas Belting.

FACTS: Twice as much Canvas Belting sold in the year 1907 than in 1906. Ten times as much sold in 1907 than in 1902. *Think it over*, and write for descriptive circular B.

Atlas Belting Co., 156 Lake St., Chicago

Factory: Buchanan, Mich.

GRAIN ELEVATOR BUILDERS.

REDUCE YOUR EXPENSE

bill, by having an Elevator that does the work. I build and remodel grain Elevators. Write for plans and prices.

R. M. VAN NESS Fairbury, Neb.

W. H. CRAMER

DESIGNER AND BUILDER

When thinking of building or remodeling your elevator don't overlook the fact that I build and remodel GRAIN ELEVATORS that give entire satisfaction Scales and Gasoline Engines repaired.

ST. PAUL, NEBRASKA

J. A. HORN

DESIGNER AND BUILDER

Grain Elevators a Specialty
OKLAHOMA CITY, OKLA.

Reliance Construction Co.

Engineers and Contractors of

GRAIN ELEVATORS

625 Board of Trade Indianapolis, Ind.

JOHN DeKAY

CONTRACTOR AND BUILDER

Elevator and Scale Work a Specialty.
Gasoline Engine Repairing.

Correspondence Solicited.

RANDOLPH, NEBRASKA

Steel Grain Tanks

We are pioneers in this line and are building tanks in the good old fashioned way. Joints caulked and guaranteed water, weather and bug proof. Long experience has demonstrated the necessity of high grade workmanship to make steel storage a success, we do it.

WM. GRAVER TANK WORKS, East Chicago, Ind.

Grain Storage Construction Co.

Designers and Builders of

Fireproof Grain Elevators, Tanks, Conveyors
and Mill Storage Plants

BUFFALO, N. Y.

Steel Construction

— OF —

Every Description

Tanks, Buildings, Elevators

ANYTIME ANYWHERE

RITER-CONLEY MFG. CO.

General Office - Pittsburgh, Pa.
New York Office - Trinity Bldg.

T. E. IBBERSON

Designer and Builder of

GRAIN ELEVATORS

310 Corn Exchange, Minneapolis

GRAIN ELEVATORS

I build them in wood, concrete or steel. All space fully utilized. My houses are modern and up-to-date and economical to operate. Get my ideas before placing your contract.
W. S. MOORE, 6 So. Main Street, Frankfort, Ind.

C. H. Birchard

Especially Designed for Economy
of Operation and Maintenance
LINCOLN, NEB.

I BUILD TO PLEASE

Grain Elevators and Warehouses

Plans and Specifications furnished
on application.

G. F. McCURLEY, Wichita, Kan.

BOWEN & SHAEFFER

Designers and Builders of

GRAIN ELEVATORS

Plans and Estimates Furnished.
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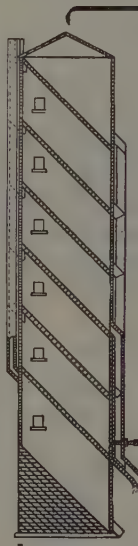
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Canadian Pacific Fire Proof Grain Elevator

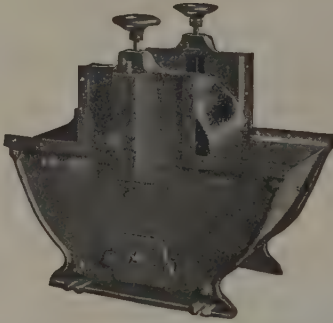
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Note the convenience our design offers for attaching legs, gates and hoppers.

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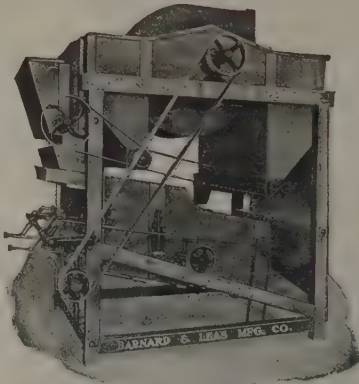
Complete equipments for handling all kinds of grain. Headquarters for supplies. We want your business. Large or small orders receive our best attention.

We are Western Agents for the Ohio Corn Sheller and Cleaner and carry all sizes in stock at Kansas City, to insure prompt filling of all orders.

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It Works Underneath the Sieves.

The Sieve Cleaning Device on Barnard's Perfected Separator works underneath the sieves. Thus it lifts the trash out of the holes and causes it to tail over instead of assisting it to pass through with the grain. This results in keeping the sieves perfectly clean at all times and insures positive and uniform work.

Consequently the Separator is entirely automatic and requires almost no attention.

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BUILDERS OF ELEVATOR MACHINERY AND SUPPLIES.

The whole secret of Elevator economy is to INCREASE the output and DECREASE the cost.

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The device that handles the most grain in a day or week, is the most economical.

The Hall Non-Chokable Boot

meets this requirement.

It does more work a-day, does it better; the belts and cups last longer, therefore it is the cheapest in the end to buy.

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Why You Should Install a Hall Signaling Distributor

1st—With an ordinary distributing device when you fill a bin chock full, the grain backs up in the spout, fills your elevator head, overflows and chokes the leg. (Look out for fire.)

2d—When you shift the spout to another bin, the grain (25 bu. more or less) slides out, falling outside and into every bin-spout over which it passes. (That means mixed grain.)

3d—In trying to avoid items one and two you create number three—that is, you curtail your capacity by filling the bins, on an average, only nine-tenths full. On a basis of ten bins, you lose one entirely; that's one-tenth of your whole storage capacity.

The above items are costly, but occur every day. If you have many elevators it becomes serious. You have the choice, however, of suffering with one or the other ALL THE TIME, and BOTH some of the time, or installing a

HALL SIGNALING DISTRIBUTOR

which fills every bin CHOCK FULL, bin spout and all, without spilling a kernel. Result: Chokes in the Leg Impossible, no loss from mixed grain, and an actual increase in your storage capacity—nine bins being as valuable as ten.

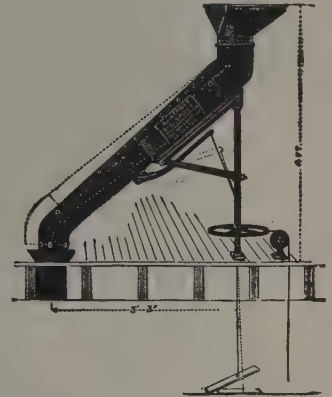
Over a thousand elevator owners now enjoy these advantages. Why not you?

HALL DISTRIBUTOR CO.

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That is what you get when you buy the GERBER IMPROVED No. 2 DISTRIBUTING SPOUT. Can be operated from working floor.



Prevents mixing of grain. It's like trading dollars when you buy this spout for you get full value for every cent spent. I make a specialty of Elevator and mill spouting. Write for particulars.

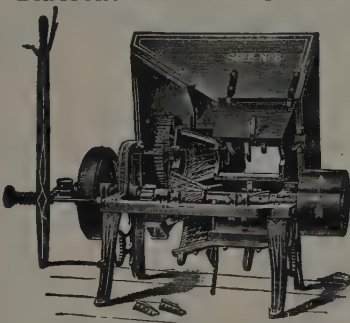
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MINNEAPOLIS MINN.

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(SOLD WITH OR WITHOUT ELEVATOR.)

Crush ear corn (with or without shucks) and Grind all kinds of small grain; *separately or mixed*. Will grind Kaffir Corn in the Head. Have Conical Shaped Grinders. CAN RUN EMPTY WITHOUT INJURY.

Different From All Others



Lightest Running
Best Built. Finest Finish.

EASIEST TO OPERATE

SEVEN SIZES: From 2 to 25 h. p. (Also make Sweep Mills, both Geared and Plain.)

They are Built for Business.

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Your Profits

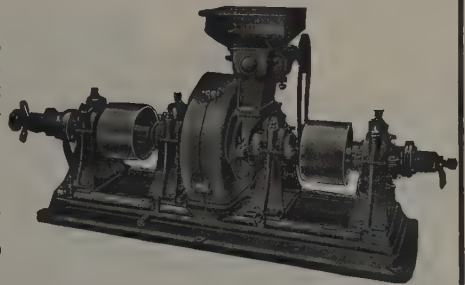
at the end of the year are shown by the amount of cash you have. You will find the feed grinding end of your business very profitable if you have a

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Let us prove it to you by sending you one on trial. **WRITE US**

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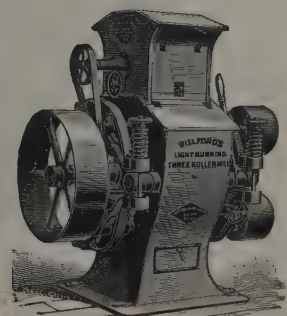
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because they take the least power,
are strong, simple and durable.

Write for Circulars and Prices.

WILLFORD MANUFACTURING CO.

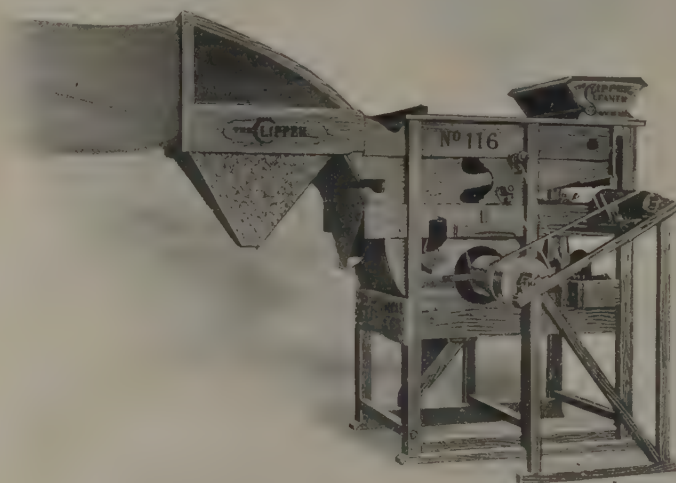
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WANT HELP?

Then consult the "Situations Wanted" columns of the Grain Dealers Journal.

IF YOU HANDLE CLOVER SEED that contains buckhorn, plantain, pepper grass or other foul weed seeds, it will pay you to investigate the merits of our No. 116 Special Cleaner. This machine is giving splendid results on Clovers and all kinds of grass seeds, and its work is remarkably good on very dirty lots of seeds, also tailings and screenings from larger machines. The machine has been on the market and under most severe trial for two years and has verified all we have ever claimed for it and more



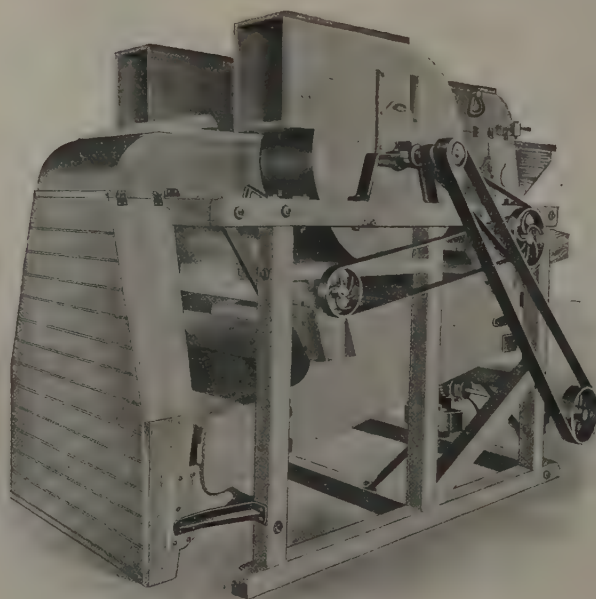
It requires small amount of space and power. It can be set up in any room as it requires no dust spout connections, being equipped with a dust sack for settling the dust from fan. It is so arranged that the cleaned seed passes in plain view of the operator, which enables him to keep close tab on what the machine is doing. This No. 116 "Clipper" Cleaner will pay for itself in a very short time reclaiming bad lots of seed, screenings or tailings containing a small per cent of good seed. It will handle any kind of field seeds and give the highest results. We are not pretending that it will do miracles. It will not remove all the buckhorn from clover, but its work will surprise you.

We would be glad to send cut, description and price, if interested.

A. T. FERRELL & CO.

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THE OHIO OSCILLATING Corn & Grain Cleaner

It is what the elevator operator has needed because it is

Easy to operate
Easy to spout
Requires little attention
Very compact
Absolutely dustless
Made of best material and
Will clean any kind of grain

If you contemplate installing cleaners, sheller, drag, dump, or any kind of Elevator or Warehouse machinery it will pay you to confer with us. Our business is first to

SUPPLY YOU WITH THE BEST MACHINERY AT A REASONABLE PRICE
THE PHILIP SMITH MFG. CO., Sidney, Ohio

Purifying Oats is Such a Profitable Business

that the Grain Dealers who are using the U. S. Grain Purifying System often secretly hope that the other fellow will not get next to the game.

This may seem somewhat selfish but is entirely justified if we judge by results obtained by users of the System.

Stale oats, Musty oats, Stained oats and "No Grade" oats can all be made into higher grades by the use of our Purifying System.

WHY allow your neighbor, who uses the United States Grain Purifier, to get more for his grain than you do?

WHY not make more than the fellow who has not installed an Up-to-date system?

Now is the time to plan these improvements. Write us before the new crop of oats is put on the market.

U. S. GRAIN PURIFIER CO.

Earl Park

Indiana

Johnson's Grain Dryer and Renovator

keeps your men busy. If there is no grain to Dry then **Renovate** the elevator. Cut down insurance rates with this machine. Grain dealers are finding out that what money is to the cash drawer Johnson's Dryer is to the elevator. It puts money in the cash drawer and costs only a little of it.



Nature's own process of cooling by COLD, DRY AIR

You can order now or wait until your competitor installs one and gets a long start of you.

BETTER DO IT NOW

E. G. ISCH & CO., Peoria, Illinois

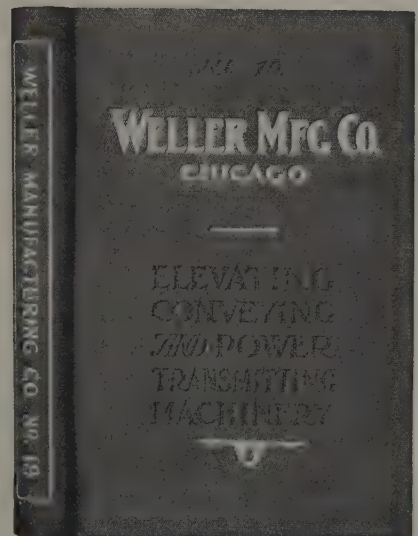
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You are hereby notified that the most complete, the best illustrated, the handiest and most instructive catalog ever issued by any firm has been published for your benefit.

It is an encyclopedia of Grain Elevating, Conveying and Power Transmitting Machinery that cost several thousand dollars to produce.

If you are an elevator operator we will send you one.

The Grain Trade is thinking more and more of "Weller Made" machinery. A tremendous business has been built in grain elevator equipment machinery, because this company has made it a practice to give "value received" no matter how large or how small the order. A great business has made a great Catalog possible. Send for it **now** and tell us what machinery you are needing.



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GOOD PAYING elevators and mills for sale. Write us. Buckeye Brokerage Co., C. B. Jenkins, Mgr., Marion, Ohio.

FOR SALE—A fifteen thousand bushel elevator in a good Iowa town. Address The West Bend Savings Bank, West Bend, Iowa.

ELEVATOR AND COAL BUSINESS for sale. North east S. D. Address R. E., Box 8, Grain Dealers Journal, Chicago, Ill.

IF YOU WANT TO BUY an elevator worth the money in Ohio with a good business, address C. M., Box 11, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Two elevators in Central Western Ill. Best of competition. Address Ria, Box 12, Grain Dealers Journal, Chicago, Ill.

NEBRASKA 15,000 Bus. Eltr. on the C. B. & Q. R. R. in good town of 1,500 people. Address Bargain AA, Box 7, Grain Dealers Journal, Chicago, Ill.

TWO OKLAHOMA elevators for sale; in good repair and doing good business. For terms address Rett, Box 4, Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE—20,000 cap. in good condition in good grain country with good business, also coal in Dark Co., O. Patty & Coppock, Fletcher, O.

FOR SALE—Modern elevator in Northern Ill.; capacity 40,000 bu. Send for description. Will be sold at a bargain. Good terms. Address Van Box 12, Grain Dealers Journal, Chicago, Ill.

WILL SELL: One half interest in my elevator and coal business also my Litter Carrier. A good money making proposition for a good man. W. J. Herscher. Buckingham, Ill.

FOR SALE or exchange for good farm land, terminal transfer and cleaning grain elevator at Kansas City, Mo. Address De, Box 4, Grain Dealers Journal, Chicago, Ill.

FOR SALE—One 20,000 bu. modern elevator on U. P. R. R. in western Kansas. One competitor; fine crop prospect. Address K. J., Box 9, Grain Dealers Journal, Chicago, Ill.

FOR SALE IN NORTH DAKOTA, 25,000 bu. Elevator in good territory on main line of R. R. A bargain if taken at once. Address Tom, Box 10, Grain Dealers Journal, Chicago, Ill.

FOR SALE OR RENT—40 M. cribbed elevator, coal and tile business. Good territory: within 35 miles of Chicago on E. J. & E. Address Rey, Box 9, Grain Dealers Journal, Chicago, Ill.

FOR SALE: 25,000 bu. elevator and coal business on C. St. P. M. & O. Ry. in Southeastern So. Dakota. Good business. Good reason for selling. Price right. Address Cer Box 12, Grain Dealers Journal, Chicago, Ill.

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TWO ELEVATORS IN BEST GRAIN DISTRICT of Manitoba for sale. In good running order. 35,000 and 28,000 capacity. Eight miles apart. For particulars apply to Mrs. Wm. Hope, Carberry, Manitoba.

ELEVATOR on Wabash Ry. in St. Joseph Co., Ind., for sale. Capacity 10,000 bu.; no competition; good business and in center of good grain country. Bargain if taken soon. W. B. Calvert, South Bend, Ind.

FOR SALE—Up-to-date elevator located in Darke Co., Ohio; 35,000 bu. capacity, steam power, on Big 4 R. R. Latest machinery to handle ear corn, etc. Good town, schools, etc. Address Rem, Box 9, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Several good mills in Nebraska, Kansas and Oklahoma. Also, several good elevators in Kansas and Oklahoma. Write me as I have a list of such properties. C. E. R. Winthrop, Wichita, Kansas.

FOR SALE: An elevator in N. D. on the Fargo Southern Div. of the Milwaukee R. R., also an elevator in Minnesota on the M. & St. L. Both are bargains. Address J. K. Elliott & Co., 301 Flour Exchange, Minneapolis, Minn.

FOR SALE: 25,000 bu. elevator and feed mill in southwestern Minn. Equipped with dump scales, hopper scales, cleaner, two engines and feed mill. Good wood, feed and seed trade. Address W. T., Box 7, Grain Dealers Journal, Chicago, Ill.

TWO FIRST CLASS ELEVATORS for sale in North Dakota; good business; large territory; no farmers or independent elevators at these towns. Can be bought very reasonable. Address Berg, Box 1, Grain Dealers Journal, Chicago, Ill.

25,000 BU. ELEVATOR AND FEED MILL for sale in good grain country on Omaha R. R., 45 miles east of St. Paul, Minn. Equipped with first class machinery. Good flour and feed trade. Address Joe, Box 7, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Elevators handling from 100,000 bu. up to 400,000 bu. annually, located in good towns in Illinois and western Indiana. Write, phone or best of all come and see me. Have long list of satisfied purchasers. James M. Maguire, Campus, Ill.

ELEVATORS FOR SALE—We have a large list of extra good bargains in elevators in first-class locations, doing good business. Write for prices, terms and descriptions, giving location you prefer. Iowa Mill & Elevator Brokers, Independence, Iowa.

FOR SALE—60,000 bushel cribbed elevator plant, including corn cribs, coal houses, etc., handling 300,000 bushels grain annually. Plant in first class condition, all well equipped. Price \$8,000. Address Rola, Box 8, Grain Dealers Journal, Chicago, Ill.

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ELEVATOR and feed mill in small Wisconsin village in good farm and dairy country. Buildings and machinery in first class condition. Modern and up-to-date in every respect. Doing good business in custom grinding. Good opening for some one. Address W. W., Box 11, Grain Dealers Journal, Chicago, Ill.

FOR SALE: In North Western Ohio. Two good elevators, one of twenty thousand bush. capacity. Seed and flour room, cribs and other buildings. One of ten thousand capacity. Investigate this if you want to get into the grain business with a reasonable amount of money. Address A. B. Box 12, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Grain, Coal and Feed Business in central Ill., consisting of 5,000 bu. elevator, 24 h. p. gasoline engine, feed grinder, etc. Large hay barn, coal sheds, two horses, two wagons, harness, etc. Cause for selling, ill health. Price \$6,000. McCrackin Bros., Normal, Ill.

ELEVATORS FOR SALE—3 elevators on R. I. in western Iowa, 2 with lumber yards, all with coal. 7 on M. & St. L. between Des Moines and Ruthven, taken together as good if not the best small line in the state. May consider Iowa improved farms for part. Answer L. B. 1055, Des Moines, Iowa.

FOR SALE—100,000 bushel elevator on the Chicago & Eastern Illinois railroad, in western Indiana, located about 100 miles from Chicago. This is one of the best elevator properties in Indiana, does a business of about 300,000 bushels a year. Write for description. Address Dence, Box 9, Grain Dealers Journal, Chicago, Ill.

AN EXCEPTIONAL OPPORTUNITY in the way of a grain, flouring mill and track buying business is offered by an old established firm in a growing Indiana city. Parties desiring a profitable business of this kind will not find another like it in a long while. If interested, address Ned, Box 11, Grain Dealers Journal, Chicago, Ill.

FOR SALE—A new 20,000 cribbed grain elevator located in Western Minnesota on the main line of the G. N. Has detached power house, gasoline engine, cleaner and in fact a strictly up-to-date elevator. Located in a good grain country with excellent prospects. An excellent place for any one desiring to establish a small lumber yard in connection. Address Sim, Box 11, Grain Dealers Journal, Chicago, Ill.

FOR SALE—25,000 Bushel Elevator. In one of the best grain sections of Northern Oklahoma. Good live town, 500 inhabitants. Best of schools and churches. This elevator is equipped with Fairbanks Morse engine and hopper scale, also No. 3 Invincible clipper. Office and scales near enough to elevator so that one man can take care of both. Competition the best in the world. This elevator has averaged 37% net profit on the investment for the past four years. We have one of best prospects for wheat crop ever known, and a very large oats acreage sown. Best of reasons for selling. Address Elevator, Box 9, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

MINNEWAUKAN, N. D., 15,000 bu. eltr., feed mill, wood yard, coal sheds, Wood saw on private property; seven lots, R. R. tracks in yard with fine residence in heart of city; do \$100,000 business each year. Consideration \$8,000. Chas. S. McGlenn, Minnewaukan, N. D.

TWO ILLINOIS ELEVATORS for sale at a bargain. 60,000 bus. eltr. on the I. C. R. R. handles 200,000 bus. corn and oats yearly. Also a 35,000 bus. eltr. nearby on same road which will handle 100,000 bus. annually. Both new and well equipped. Good coal trade at each station. Address C. C. C., Box 6, Grain Dealers Journal, Chicago, Ill.

FOR SALE or trade. Three elevators at two stations on I. C. R. R. Best stations in Central Illinois. One station capacity two elevators 110,000 bu. part ear and part shelled cribs 6,000 bu. We handle 450,000 bu. annually. Other station capacity 30,000 bu. and handle 125,000 bu. annually. Best competition at larger station and none at other. All buildings in best of condition. Good churches and schools. Reasons for selling, other business. Will trade for Illinois land or can give time on half. Address Hac, Box 4, Grain Dealers Journal, Chicago, Ill.

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WANTED to trade for a good elevator. F. P. Hawthorne, McPherson, Kans.

ELEVATOR WANTED—Will trade good corn farm. L. G. Vincent, Odell, Ill.

ELEVATOR WANTED in Northern Ill. in exchange for good improved farm 1½ miles from Butterfield, Minn. L. B. 3, Millington, Ill.

OKLAHOMA or Kansas elevator wanted in exchange for 320 acres good land in Garfield Co., Okla. Address Henry Bird, Shattuck, Okla.

WANT to trade equity in good 160 acre Minnesota Farm for elevator in Northern Minn. or North or South Dakota. N. N. Biever, LaMoure, N. Dak.

WANTED TO PURCHASE one or more well located grain elevators on the Burlington R. R. in Neb. Address Burlington, Box 11, Grain Dealers Journal, Chicago, Ill.

ELEVATOR WANTED in northern Iowa that will handle not less than eighty thousand bu. per year. Send full description in first letter. Address Haller, Box 11, Grain Dealers Journal, Chicago, Ill.

HELP WANTED.

WANTED—A competent foreman for a terminal mixing house; one capable of handling barley and other grains. Good position for right man. Address T. F., Box 10, Grain Dealers' Journal, Chicago.

WANTED—experienced man to buy grain and handle country elevator; begin Aug. 1st; must keep elevator books; give reference and salary expected in first letter. Address Walter Biggs, Hankinson, N. D.

WANTED MEN who have had experience in the grain business to travel in the following districts:—New England, New York State, Western Pennsylvania, Cumberland Valley, Pa., Virginia and W. Virginia. Apply stating salary expected and give reference. Address Delphi, Box 12, Grain Dealers Journal, Chicago, Ill.

SITUATIONS WANTED.

WANTED: Position as eltr. mgr. by young German. Experienced buying and selling. Louis Dengler, Lake Park, Ia.

POSITION WANTED as manager of elevator; have had four years experience in grain. Address R. R. Letner, Ash Creek, Minn.

POSITION WANTED as grain buyer or assistant. Two years experience. Address C. H., R. R. No. 3, Box No. 10, Winthrop, Minn.

POSITION WANTED as manager of grain elevator (country), 4½ years experience; references; Norwegian spoken. O. J. Amundson, Glenwood, Wis.

POSITION WANTED as mgr. of eltr. line or as traveling solicitor. 10 yrs. experience. Address H. C. N., Box 2, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED as traveling solicitor. Iowa territory preferred. Experience, references. Address Ada, Box 11, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED: As grain buyer, manager or salesman. 13 yrs. experience in the grain, seed and milling business. Best of references. Address Box 426, Marion, Ohio.

WANTED POSITION as Manager of Country Elevator in Corn and Oats Belt. Experienced; temperate; married. Address Lor Box 12, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as manager of a grain business; 15 years experience. Best references furnished. Address Val, Box 7, Grain Dealers Journal, Chicago, Ill.

EXPERIENCED grain man—Open for managership of elevator; A. No. 1 reference; good accountant and familiar with office duties; been typewriter. Address L. Box 12, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as grain buyer for some independent firm. Have had six years experience handling grain. Married. Can furnish No. 1 references. Address A. O. Teslow, Box 120, Williston, N. D.

SITUATIONS WANTED.

SITUATION WANTED as grain buyer in country town; best of references; can handle both steam and gasoline; eight years experience. Address Wm. M., Box 11, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED with grain or milling firm. Manager or traveling. Twenty years experience, elevator, lumber and coal business. Address Box No. 602, St. Ansgar, Iowa.

POSITION WANTED by young married man as office man and assistant buyer and manager, or would accept the management of a country station. I am a good accountant, steady and strictly temperate. Five years experience. Address F. J., Box 11, Grain Dealers Journal, Chicago, Ill.

PARTNERS WANTED.

EXPERIENCED GRAIN MAN would buy interest in established receiving and forwarding business, southern or southwestern market preferred, or would engage in organizing new company with partner of equal experience. Address G. H., Box 11, Grain Dealers Journal, Chicago, Ill.

WANTED: Financial backing for an established and well known grain, hay and seed business in a large Texas city. Unquestionable references as to ability, etc. to successfully manage, with sufficient capital. Might take active partner. For particulars address P. O. Box No. 917, Dallas, Texas.

WANTED: To communicate with a concern who would take an interest in a Transfer Elevator, as well located as if in Chicago and who would handle the Chicago end of the trade advantageously. The concern is doing a good business now but wants to extend operations so as to use mixing grades from Chicago, which can be done at this plant, located as it is on two trunk lines, just as conveniently and more advantageously for the trade East and South, than in Chicago. This is a valuable and growing business proposition. Address T. E. Box 12, Grain Dealers Journal, Chicago, Ill.

Marseilles Portable Grain Elevator and Wagon Dump

**Saves Money
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Because:

It saves 20 to 30 minutes' time unloading every wagon and all manual labor.

Think what that means to the man that hires men and teams and the man behind the "scoop" shovel.

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Handles ear corn, wheat, shelled corn, any kind of grain, sugar beets, or anything that can be handled with a "scoop."

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MARSEILLES MANUFACTURING COMPANY, Marseilles, Ills.

Branch Houses and General Agencies at Principal Distributing Cities.

ENGINES FOR SALE.

GASOLINE engines for sale, 10 h.p. Temple Pump Co., 15th Place, Chicago.

20 H. P. GAS ENGINE FOR SALE. American Hardware Mfg. Co., Ottawa, Ill.

CHARTER Gasoline Engine 12 H. P. for sale at a bargain. Good as new. Lock Box 3, Millington, Ill.

INTERNATIONAL GASOLINE engine for sale, 4 horse power, nearly new. Arthur Van Osdol, Holton, Ind.

20 H. P. OTTO GAS OR GASOLINE Engine for sale. Just rebuilt; price \$300. Murray Iron Works Co., Burlington, Iowa.

FOR SALE—7 H. P. McVicker, 35 H. P. Columbus. Nearly new; can be seen in operation at our factory. An extra bargain before removal. J. F. Schulz, Box 176, North Chicago, Ill.

GAS AND GASOLINE ENGINES FOR SALE. Also steam engines, electric motors and generators. Complete plants installed. Ridgway Dynamo & Engine Co., 907 Andrews Bldg., Cincinnati, Ohio.

GAS ENGINES FOR SALE.

22 H. P. Fairbanks-Morse.
16 H. P. Fairbanks-Morse.
12 H. P. Fairbanks-Morse.
8 H. P. Fairbanks-Morse.
20 H. P. Otto.
8 H. P. Otto.
10 H. P. Ohio.
25 H. P. Columbus.
10 H. P. Webster.

Also fifty engines of smaller sizes and all makes. A. H. McDonald, 62 W. Monroe St., Chicago, Ill.

SLIGHTLY USED GASOLINE ENGINES. 1-12 HP Webster engine, latest improved, in use nine months, \$275; 1-10 HP Webster engine, latest improved, used about one year, \$250; 1-6 HP Foos engine, latest improved, used 15 months, \$175; 1-10 HP latest improved Springfield engine, used two years, \$160; 1-4 HP Cornell engine, good as new, \$100; 1-3 HP Webster engine, used 6 months, \$85; 1-3 HP Webster engine, with tube ignition, only \$50; 1-3 HP International engine, used two months, with or without trucks, \$98. Allen P. Ely & Co., 1110 Douglas St., Omaha, Neb.

MACHINES FOR SALE.

FOR SALE.—One No. 5 Eureka Oat Clipper in good repair. The Cleveland Grain Company, Cleveland, Ohio.

A No. 2 Clipper Fan Mill for Cloyer seed or any seeds in good condition with full set of sieves. Write to me for price. Theo. B. Steinemann, Minster, Ohio.

TWO NO. 8 MONITOR dustless warehouse separators, equipped with all screens necessary for cleaning wheat, barley, oats and flax. These machines are as good as new and have given excellent service. We also offer one country elevator "weighing in" scale, complete, 60,000 lbs capacity, and one power unloading shovel. Write for particulars to the Geo. C. Bagley Elevator Company, 54 Chamber of Commerce, Minneapolis, Minn.

ENGINES AND BOILERS.

FOR SALE.—80 H.P. boiler and engine, good order. Grinder and clipper as good as new. No use for them. C. J. Meyer, Frankfort, Ill.

GOOD BOILERS FOR SALE.

4-60 In. Diameter 16 ft. long, 90 H. P. 58 Flues.
Address South Chicago Elevator Co., 240 La Salle St., Chicago, Ill.

FOR SALE. ENGINES AND BOILERS.

Engines—Corliss, Automatic and Throttling, all sizes from 1 to 500 H. P. Boilers—Horizontal, Portable and Vertical, all sizes from 1 to 200 H. P. Pumps, Heaters, Tanks, Saw Mill and General Machinery.

Write for our prices on your requirements.

The Randle Machinery Co.
1748 Powers St. Cincinnati, O.

SCALES FOR SALE.

SCALES for elevators and mills; low-est prices. Chicago Scale Co., Chicago.

FOR SALE one pair of Fairbanks track scales, second hand. S. W. Allerton, Allerton, Ill.

ONE 600 BU. Fairbanks hopper scale, good as new, for sale. Address McLeod Bros., Bloomington, Ill.

THE BEST heavy scales for grain dealers. Government Standard Scale Works, Terre Haute, Ind.

FOR SALE—Richardson Automatic Grain Sacking Scale, in good condition. Address Pendleton Grain Co., St. Louis, Mo.

FOR SALE: New and second hand wagon, hopper and R. R. Track scales at reduced prices. All kinds of scales repaired. Beckman Bros., Des Moines, Iowa.

SCALES of all kinds repaired rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, Ohio.

FOR SALE.—One 30 bushel Hopper Scale. One 150 bushel Hopper Scale. One 500 bushel Hopper Scale (with 200 bu. hopper). Above scales almost new, but little used. The Union Elevator Co., Cleveland, O.

STANDARD SCALES for mill and elevator purposes. Steel frames for all standard make of scales. We meet every requirement of the best of the grain trade. Standard Scale & Mfg. Co., 601 East Court Ave., Des Moines, Ia.

REFITTED SCALES. 1-60 ton, 36 ft. Fairbanks Railroad track scale good as new, \$300; 1 No. 1304, 1,800 lb. Miller and Grain Dealers' Fairbanks scale on wheels, good as new, \$15; 1 600 lb. Buffalo platform scale, \$5; 1-3500 lb. Fairbanks platform scale with drop levers, \$37.50; 1-3500 lb. dormant Fairbanks platform scale, \$35; 1-4 ton Fairbanks Wagon Scale with double beam, \$55; 1-700 bu. Howe Hopper Scale, \$125; 1-300 bu. Fairbanks hopper scale, \$85. Allen P. Ely & Co., 1110 Douglas St., Omaha, Neb.

MISCELLANEOUS FOR SALE.

LARGE IRON SAFE, outside measurements, height 60 in., depth 32 in., width 54 in. Write for price. E. C. Eberts, Nabb, Ind.

OPERATE YOUR GASOLINE ENGINE on kerosene, our generator valves do the business. Ideal Vaporizer Co., Box 288, St. Joseph, Mo.

GRAIN TESTERS: Three sizes, one pint, one quart and two quarts. Guaranteed correct, sent on trial. Write for prices. A. S. Garman Co., Akron, Ohio.

FOR SALE CHEAP: 130 ft. 11 in. 4 ply Shawmut Rubber Belt. 109 10x6 Salem Buckets, S & R Iron Boot and Iron head Pulley; only used 6 months. Good as new. Address Fred E. Davison, Rock Falls, Ill.

FOR SALE—1 pulley, cast iron, 4"x11" face, 3 15/16 shaft, flat spokes, keyway, a little crown. One 4 foot pulley, cast iron spokes and hub, steel rim, 20 in. face, 3 15/16 shaft, little crown, keyway and set screw. One 4 foot Clutch Pulley, 10 in. face, 3 1/2 bore, will have to be bushed, a little crown. One small 20 H. P. engine. Address The Union Elevator Company, Cleveland, Ohio.

SCALES AND ENGINES FOR SALE, bargains. Railroad Track Standard 100 ton 42', \$390; Fairbanks 60 ton 42', \$290; 38', \$250; 36', \$200; Wagon Howe 10 ton 22', \$110; Fairbanks 14', \$90; 5 ton 14', \$55; 4 ton, \$50; Chicago 5 ton, \$30; Hopper Fairbanks 200 bushel, \$75; 150 bushel, \$65; Dormant Standard 5,000 lbs., \$70; Standard 2,500 lbs., \$35; Portable, 2,500 lbs., \$29; 2,000 lbs., \$26; 1,500 lbs., \$20; 1,000 lbs., \$16; 600 lbs., \$11. All refitted and guaranteed as good as new. Also 8 H. P. Weber Gasoline Engine, \$265; 5H. P., \$165; 5 H. P. Portable on truck, \$210. All new and never been operated. The Standard Scale Repair Department, 50-52 So. Canal St., Chicago, Ill.

MISCELLANEOUS WANTED.

WANTED—30 H. P. Gas engine for natural gas; 1 corn and cob crusher; 2 feed mills. All must be first class condition. 1 15 light electric dynamo; 1 100 or 150 light electric dynamo. Schultz Seed Co., Olney, Ill.

MOTORS FOR SALE.

FOR SALE—Two 20 H. P. Wagner Electric Motors, first class condition. Or will trade for 30 H. P. Gas Engine. Schultz Seed Co., Olney, Ill.

HAY WANTED.

W. D. POWER & Co., Commission Hay and Straw, 601 West 33rd St., New York, are in the market at all times for large and small Hay of a good quality. Will purchase outright or handle on commission. Correspondence solicited.

MISCELLANEOUS.

ADDRESS WANTED—Any one who can give me the present address of W. D. Williamson, formerly of W. D. Williamson & Co., Ft. Worth, Tex., will confer a great favor. Oklahoma Shipper, Box 11, Grain Dealers Journal, Chicago, Ill.

MILLS FOR SALE.

FOR SALE—One hundred fifty barrel flour mill in good wheat country. Been built one year. Write C. W. Trippy, Ringwood, Okla.

FOR SALE—A well equipped 50 bbl. mill located on B. & O. R. R. near Butler, Richland Co., Ohio. An excellent never failing water power. Plank & Neal, Butler, Ohio.

FOR SALE 60 bbl. Plansifter Mill at Dry Ridge, Ky. Plenty wheat, fine grist trade. Rare chance for first-class miller who has little money. Address Robt. Taylor quick, Higginsport, O.

WANTED: An experienced flour mill man to buy stock in a 125 barrel mill and operate, or to buy all. Mill is new located in corn and wheat country and has a good business already established. Allis-Chalmers machinery. Corn meal outfit in mill will make 200 to 300 bu. meal per day. Cause for selling, bad health. Address H. K. Holman, Fayetteville, Tenn.

SEEDS WANTED.

NEW SEED WHEAT wanted of varieties Poole, Nigger, Gypsy or Early Ripe. The J. E. Wing & Bros. Seed Co., Mechanicsburg, Ohio.

WANTED—To buy millet for chicken feed, small lots or car load. Please send sample and price and state how much you have to offer. Address P. O. Box 772, Peoria, Ill.

FEED FOR SALE.

OFFER—Buckwheat Feed for present and future shipment. H. J. Klingler & Co., Butler, Pa.

BRAN FOR SALE.

NEW BRAN: We are making prices for July and August shipment. Let us hear from you if interested. F. G. Olson Grain Co., Wichita, Kas.

FLOUR FOR SALE.

IN PURITY, in color, in uniformity and in results, you will find that the Blended flours GERBELLE and NEVER FAIL manufactured by the GOSHEN MILLING COMPANY, Goshen, Indiana, outclass all others no matter where made.

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We are booked ahead on ALFALFA MEAL. Let us send you sample and prices delivered. F. G. Olson, Wichita, Kas.

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The most economical, the least expensive. Write for prices.

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CLOVER AND TIMOTHY SEED

Consignments Solicited.
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CORN FOR SALE.

WE ARE OPERATING 18 stations in Iowa and Missouri. Also handle Omaha corn. Will quote you any time on ear or shelled corn. Write us before you buy. R. W. Taylor & Co., Runnells, Iowa.

CHOICE NEBRASKA CORN FOR SALE. Wire us at our expense for prices on choice Nebraska No. two corn, delivered at stations in Iowa, Illinois, Minnesota and Wisconsin. Cavers Elevator Co., Omaha, Neb.

SEEDS FOR SALE.

BUCKWHEAT SEED for sale. H. H. Emminga, Golden, Illinois.

GRASS SEED, Seed Grain, Onion Sets, Cow Peas, etc., for sale. D. I. Bushnell & Co., St. Louis, Mo.

ALFALFA SEED. Northern grown. Non-irrigated. While it lasts we will guarantee the seed which we now have to be free from Dodder and Trefoil. Right prices. Also choice stocks of Cow Peas. The J. E. Wing & Bros. Seed Co., Mechanicsburg, Ohio.

COTTON SEED MEAL FOR SALE.

COTTON SEED MEAL for sale. We are manufacturers. Can quote low prices on best grades. Chickasha Cotton Oil Co., 136 L. S. Exchange, Kansas City, Mo.

PURE OWL BRAND COTTONSEED MEAL. Known every where for its high feeding qualities. Registered analysis. Write for prices and booklet on feeding. F. W. Brode & Co., Memphis, Tenn.

GRAIN WANTED.

DAMAGED CORN WANTED.

Hot and Damaged Corn wanted. Address Melrose Milling Co., Evansville, Ind.

HOT AND DAMAGED CORN of every description wanted. Address L. F. Miller & Sons, 2931 N. Broad St., Philadelphia, Pa.

GRAIN FOR SALE.

FOR SALE—Oats and corn in car lots. Ask for quotations. Buckland Milling Co., Buckland, Ohio.

NEW WHEAT: TURKEY hard and ordinary. MILLING wheat. Samples and prices on application. F. G. Olson Grain Co., Wichita, Kansas.

WANTED—Every miller in the United States who is interested in grinding the best wheat grown to write us. Kansas Turkey wheat will be on the market soon. Nothing better grown. We make a specialty of it. Ship direct from country stations to mills. The Western Grain Company, Wichita, Kansas.

BALE TIES FOR SALE.

HAY BALE TIES.

Large stock, low prices. Prompt shipment. Write us. J. G. Hermann & Co., Indianapolis, Ind.

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NEW BURLAP BAGS made up promptly; bottom prices. We buy reliable second-hand bags, and carry all kinds in stock; get our prices. William Ross & Co., 59 So. Water St., Chicago, Ill.

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GRAIN DEALERS' JOURNAL

255 La Salle St., Chicago, Ill.

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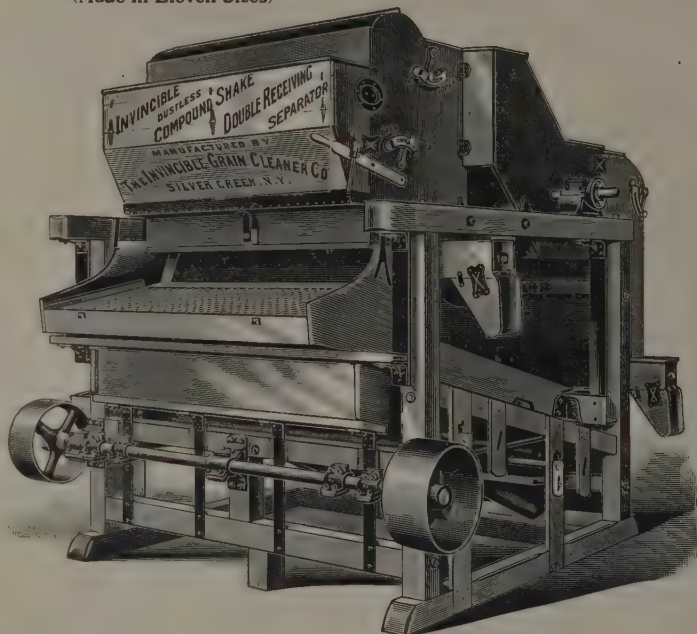
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GRAIN DEALERS JOURNAL

Published on the
10th and 25th of Each Month
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CHARLES S. CLARK,
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A Red Wrapper on your Journal means your subscription has expired.

The Advertising

value of The Grain Dealers Journal as a medium for reaching the progressive grain dealers and elevator men of the country is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms place your announcements in the leading Journal.

The rate for Advertisements in the "For Sale" and "Wanted" Departments is 15 cents per line for each insertion.

Letters

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered as Second-Class Matter Aug. 5, 1898, at the Post Office at Chicago, Ill., under Act of March 3, 1879.



GOLD MARKS SIGNIFYING QUALITY OF CIRCULATION HAVE BEEN AWARDED THE GRAIN DEALERS JOURNAL BY THE AMERICAN NEWSPAPER DIRECTORY

CHICAGO, ILL., JUNE 25, 1908.

NO PROFIT and little satisfaction has ever been derived from fighting competitors.

WHEN shippers buy by the same grades as they are required to sell by their profits will be more certain.

CLEAN and overhaul elevator thoroly before new crop begins to move, as after that you will not have a chance to do it.

SCALES should be tested and placed in perfect balance before new grain comes in. By frequent testing only can you be sure of correct weights.

AN ANTI-CORNER rule which does not extend as much protection to the Bull as to the Bear speculator, cannot be considered in keeping with the fair deal principle permeating every exchange.

THE ODOR arising from much of the new winter wheat coming to market would indicate that the varieties planted this year were of "Italian" origin. Look out for garlic and heavy discounts.

DEALERS who are able to work in peace and harmony with their competitors not only promote the interest of their town and those with whom they do business, but also increase the chances of their own success.

THE LATEST thriller of the Crop Killers' Union is the "Elephant Bug" which is reported to be destroying corn fields in the neighborhood of Kaw City, Kan. What a wonderful swimmer this bug must be.

THE Benefits to Shippers of Terminal Markets and the Reconsigning Privilege are clearly and ably set forth by Mr. Richter of Cincinnati in his paper read at the Indiana meeting. Its careful reading will profit every shipper.

PAY PRICES justified by prices ruling in the terminals to which you can ship, and under no condition permit the efforts of your competitors to give away their surplus capital induce you to imitate their foolishness.

SHIPPERS who favor strange receivers in distant markets with trial shipments billed direct, invite disaster. Such consignment should be billed "Shippers Order" and draft drawn for 90% of shipment's value.

CONTINUED rain fall in the Southwest so greatly interfered with the planting of corn that the merchants of some towns have banded together to ship in ninety day seed corn for sale to the farmers at cost. Grain dealers who are alive to their own interests will help the farmers to obtain seed which can be used with some certainty of securing a crop.

CORN SHOWS are becoming so numerous throughout the corn belt that the International Live Stock Exposition has decided to eliminate all corn judging contests from its annual show. This action will receive the hearty approval of the managers of the National Corn Exposition which will be held in Omaha, December 10th to 19th.

A NORTH DAKOTA elevator was recently destroyed by fire which had "been extinguished by the local Fire Dep't three days previously." Recently an Illinois elevator which was struck by lightning was saved only by the persistent search of the proprietor who insisted that he smelled burning wood. Smouldering fires are often misleading.

ST. LOUIS Merchants' Exchange is sparing neither pains or expense to provide that market with an untrammelled weighing dept., and not only is watching the weighing of the grain, but is also guarding it when standing in the yards. The many leaks discovered and corrected serve to draw attention to carrier's heavy loss of revenue and should prompt them to give more attention to caring for grain entrusted to their keeping. Neither shipper or receiver should be taxed a penny for protection, yet both are contributing as is clearly shown by communication published in "Letters" this number.

INADVERTENTLY, the paper of G. J. Gibbs of Vernon, Texas, In Favor of Federal Inspection, which was published on page 727 of the Grain Dealers Journal for June 10th, was credited to J. W. Jockusch, whose paper appears elsewhere in this number. Our make-up man bows his deep apology to both gentlemen and assures us that such a blunder will not occur again.

JUDGING from reports of the annual meeting of the London Corn Trade Ass'n. British buyers of American grain are still dissatisfied with the character of grain being delivered to them on American certificates, for which the competition among themselves and the export ports are solely to blame. If foreign buyers want grades guaranteed, they can get it. Exporters will grant them this protection at a very small advance in price.

WEEVILS are causing some elevator men trouble. Complaints are not numerous but enough reach us to convince us that all who suffer are not complaining. Weevils cannot be avoided entirely but their destructive work can be reduced to the minimum by keeping the elevator clean and occasionally using Bisulfid of Carbon to exterminate the pest. Whenever the carbon is applied the elevator must be closed tightly and all fire kept away from the building.

FORTUNATELY the Indiana Grain Dealers Ass'n at its meeting last week made permanent the comite appointed to determine when Ownership of Track Sold and Consigned Grain Changes for it has an involved problem to solve. The question is one which would seem to merit careful consideration at the hands of a large committee made up of representative dealers from different sections of the country and the trade. If the trade's understanding of when ownership of shipper ceases and buyer begins can be unified many disputes and differences will be avoided.

GRAIN shipments to every market should be inspected and weighed promptly upon arrival and not held subject to the convenience of any one. The shipper is required by custom to guarantee the grade of his grain until the official inspector grades it in the terminal market. More can not in fairness be asked. If the railroads controlling the wharfage of any port are not disposed to provide sufficient elevator capacity to handle grain before it spoils then it behooves the receivers of that market to collect evidence and help shippers to the collection of damages due to delay. It would soon be cheaper to build additional elevators than to pay damages. The Illinois and Indiana Ass'ns have joined hands against delayed inspections and no doubt some improvement will soon be obtained.

GOOD ROADS Champions are directing their batteries upon the improved waterway orators with good effect. So many millions have been practically wasted in the so-called improvements of swamps, bayous and creeks, as well as in the improvement of abandoned rivers, the Good Roads champions have a bountiful supply of examples of the enormous waste in the so-called improvement of unused waterways. Every dollar spent on the improvement of country high-ways will result in a marked increase in the value of real estate adjacent thereto and help to make the country elevator accessible to farmers each day of the year.

THE Chicago Grain Inspection Department may see fit to establish a sampling bureau and make an effort to deliver an average sample of each carload to the receiver's office, as well as to the Chief Inspector's office. However, sampling by the representative of the Inspection Department could not be considered as reliable a check against the grading of the Inspectors, as the sample drawn by the Board of Trade Sampling Bureau. It is a well-known fact that members of every inspection department are naturally favorable to sustaining their fellow-employees. Appeals to a committee in no wise interested, or identified with an inspection department, would surely sustain appeals oftener than is done by a committee employed by the Department. The independent sampling bureau in order to impress patrons with its value to the trade must ever be alert and naturally will strive to favor its patrons rather than the inspector, hence its services will always be in demand.

SHIPPERS have experienced so much difficulty in obtaining pay for grain lost by swollen streams on the B. & O. R. R., that many are diverting their shipments to other lines whenever they can conveniently do so. The retiring President of the Pittsburgh Grain & Flour Exchange in his last address to the members called attention to the fact that the B. & O. yards were so low as to preclude their safe use during periods of high water. His recommendation that the B. & O. obtain yards which would not be so likely to be flooded by swollen rivers, should be reiterated by every shipper to that market who patronizes the B. & O. If the shippers cannot obtain recognition in any other way, it is to their interest and advantage to cease patronizing that road until it sees fit to consider the interest of its patrons. The Pennsylvania and P. & L. E. have both done away with switching charges at Pittsburgh, but the B. & O. insists on levying the tax upon shippers thotless enough to patronize it. Evidently the B. & O. freight officials in charge of grain traffic, are more greatly interested in some other class of traffic.

ACCIDENTS in and about elevators seem to be occurring more frequently of late. In this number we recite the death of one elevator man who attempted to pass between cars; another fell into a boot pit; two others were carried down with a falling scaffold as the direct result of their overloading it. Still another was injured by a pile of bags falling upon him. Experiences of others as recited in our news column, every number, should serve to warn careless elevator employees of the dangers constantly surrounding them.

AT A meeting of the Board of Directors of the Grain Dealers Nat'l Ass'n held in Chicago last week it was decided to increase the dues of direct members after July 1 to \$15.00 per annum in advance. The dues of affiliated members will remain \$1 per annum as heretofore. In order to do its work more thoroly the Ass'n must have funds. For several years it has been leading a hand to mouth existence, but at the same time has done much for the promotion of the interests of the trade. That it will accomplish much more with additional revenue to work with is patent to everyone familiar with the struggle made by the present administration to revive it. As the association increases its membership and revenue it also gains in value to the individual member by reason of its greater influence and broader field of work. Some of the direct members have favored even a larger increase than has been made but the directors decided to try to get along with a moderate increase.

RED TICKETS.

Red Tickets designating that grain must be reinspected upon being unloaded because of the car being loaded too full to permit the Inspector to obtain a fair average sample, will, no doubt, be continued in every market as heretofore. If all shippers were able to load each large car uniformly throughout, and if all shippers were so honestly disposed as to forbid their loading otherwise, then it might be practicable to draw a small sample from the door of the car and accept it as a fair average sample of the car's contents. Experience in many markets during the last fifty years has shown that some shippers find it impossible to resist the temptation to plug their shipments; others find it impossible to load cars with grain of uniform quality and mix in grain of different grades without any reluctance. The large cars and the rigid loading requirements of carriers, together with an occasional car famine, are more to blame for Red Tickets than either shippers or receivers. Red Tickets are the result of deplorable conditions and cannot with safety be abolished until conditions are improved; until each kind of grain marketed at each station is of uniform quality and shippers have neither the opportunity or desire to plug loads so long as dishonesty and carelessness exist all must submit to rules designed to detect them.

MORE FINES FOR REBATING.

Rebates and discrimination by carriers, altho that to be known to present day shippers only as memories of past conditions, are occasionally proved to be in existence today. For instance, the Standard Oil Co. has again been found guilty and has been indicted for accepting concessions on shipments of oil from freight tariff on file. The maximum fine on each count lays the company liable to a fine of \$800,000.

A Little Rock grain dealer who has also been favored by a rail carrier is likewise placed in a very embarrassing position. It is reasonable to suppose that rebates, discriminations or concessions of any kind are not now looked upon with favor by any who have paid heavy fines as the result of giving or accepting such concessions.

The Interstate Commerce and the State Railroad laws have been drafted with the prime aim in view of permanently checking all discrimination. If existing laws are not strong enough to stop carriers who are disposed to favor one shipper, district or commodity as against others, then our law-makers will surely be forced to enact new and stronger laws. The public as a whole does not want and will not stand for rank discriminations which build up the business of one man or locality at the expense of another.

WITHDRAWAL OF 120% FREIGHT TARIFF.

Shippers will be pleased to know that one of E. H. Harriman's Pacific Coast Lines, the O. R. & N. Co., has withdrawn its rule making the shipper liable for safe delivery of grain by it at destination unless shipper pays 20% additional freight. This is the same obnoxious rule against which shippers throughout the land have so persistently protested. The O. R. & N. henceforth will assume the responsibility for loss and damage to goods in transit and will handle freight shipments subject only to the common law or statutory liabilities which provide for loss, breakage or damage in transit.

Some shippers have been unwittingly entering into contract with Carriers through the agency of the very obnoxious 120% B/L to assume this liability. The Northwestern lines have also been striving to secure the establishment of this extra tax on the shipping public by commencing with levying the charge only on flax and other fine seeds shipped in bulk. Many shippers are protesting against the extra freight and just so soon as enough of them use their influence against this steal, the Carriers will cease striving to enforce it. This matter has been before the Interstate Commerce Commission for some time, but the Commission has such a multiplicity of duties, it seems unable to draft

a B/L which shall meet the views and protect the property of all parties at interest.

This extra 20% exaction has not received the attention at the hands of shippers which it merits, and altho some have been signing away all right to lay claim for any loss or damage to their grain while in the possession of Carriers entrusted with its transportation, yet they have not discovered exactly what is being done because they will not take time to read the contracts which Station Agents get them to sign. However, when thoroly aroused, shippers will fight for and no doubt obtain a fair B/L without any exemptions.

DO NOT DEDUCT FOR NATURAL SHRINKAGE.

It is indeed gratifying to learn that freight traffic managers of western railroads are ordering claim agents to cease deducting a fixed percentage from all claims for shortages in grain shipments to allow for the so-called "natural shrinkage."

No one has ever justified the deduction and no railroad could successfully defend suit brot by a shipper to collect for grain lost by it in transit. The deduction is indefensible and its continuance by any road depends solely upon the patient toleration of its shippers. No freight traffic officials when confronted by persistent protests and evidence of exaction have made any effort to justify the deduction. Claim agents who have insisted upon making the deduction have been brot to their senses by prospect of a law suit and settled.

The Clover Leaf as well as others has stopped docking claims and so announced. We quote from recent letters:

Chicago, June 9, 1908.—We do not deduct allowance for natural shrinkage of bulk grain in transit in handling claims for loss. Yours truly, C. A. King, G. F. Agt. C. & A. Rld. Co.

Chicago, June 12, 1908.—I have your letter of the 5th, asking whether or not this company docks claims of grain shippers for shortage in shipments of bulk grain to allow for natural shrinkage. I would say that we do not. Yours truly, Geo. H. Crosby, F. T. Mgr. C. B. & Q. Rd. Co.

Chicago, June 8, 1908.—With reference to matter of shortage occurring from time to time in shipments of bulk grain. Will state that prior to the early part of this year we insisted upon an allowance of one-half of one per cent for shrinkage in grain, but this has been discontinued. Claims presented to us for shortage of grain are handled entirely on their merits. This has always been our custom, but prior to the date mentioned we exacted the deduction referred to for supposed shrinkage. We did away with this shrinkage plan in settlement of shortage of grain claims for the reason that we have not been able to find that this deduction is based upon specific evidence, that the shrinkage actually existed or that the percentage allowance heretofore made was on an equitable basis. It was therefore, cut out by us. We felt that the amount involved was too small to warrant the controversy we were continually having over these claims account this deduction. Our action, you will understand, does not at all affect the settlement of claims which, as stated above, are handled entirely on their merits. Yours truly, H. Gower, F. T. Mgr., Rock Island Lines.

Other grain carriers will be forced to take the same position as soon as shippers suffering from the "natural shrink-

age" exaction join in protesting against the steal. All that is needed to obtain relief is for shippers to join in vigorous protests to freight traffic managers, and to refuse to accept settlement of any claims from which a deduction has been made to allow for natural shrinkage.

VERBAL CONTRACTS.

Verbal contracts by telephone or in person for grain, cost many dealers large sums on the last crop, especially on the sales of oats which they were unable to fulfill and unwilling to force the farmers to deliver the grain they had bot from them.

Many notices of successful suits and disputes bearing on these unfulfilled contracts have been published in the "Journal" from time to time, but all of these represent but a very small percentage of suits still unsettled. The last one to come to our attention is brot out by the suit entered in the name of Rumsey & Co. of Chicago, vs. Grogan & Harrington of Freeland Park, Ind. The Plaintiff claims that shippers sold 30,000 bus. of white oats, but delivered only 2,704 bus., so that buyers found it necessary to buy in balance at advanced prices which resulted in their suffering a loss of \$2,961.90.

No doubt, the majority of track buyers and country elevator men will refuse to buy grain by telephone, or to enter into any contract unless it be placed in writing. Written contracts only can be enforced in a number of States, and it is easier to prove such contracts in every state. Verbal contracts leave so many opportunities open for misunderstandings and mistakes they should be discouraged or considered void unless immediately verified in writing by both parties thereto.

MISSOURI EXCHANGES WILL CONTINUE TO WEIGH.

Missouri's Supreme Court has for a time, at least, set at rest the scheming plans of the State Railroad and Warehouse Commission, which secured the enactment of a law empowering it to weigh grain any old place by promising to employ friends of the law-makers. It is indeed gratifying to the members of the grain trade to know that this effort to saddle the services of a lot of cheap politicians upon the grain trade has been thwarted again.

The members of the trade are interested in correct weights and they feel competent to solve the problem of securing same, themselves. The members of the trade are far more competent to control their own business than politicians to be found anywhere. Their measure of honesty and fair dealing is up to a high standard and much more reliable service would be expected, and obtained from a trade managed department, than from one controlled by politicians interested only in the selfish promotion of party without any regard whatever for the rights of the traders.

The Commission will probably be content to confine its weighing service to the

public elevators. If the interests of the grain trade alone were consulted, politicians would be denied the right either to weigh or to inspect any grain. Serving any line of trade for a fee is not within the proper province of Government. The weighing depts. of the St. Louis and Kansas City grain exchanges have long given better service than ever could be expected from the politicians. Long life to them.

CAUSE OF UNIFORMITY GROWING

The millers of the country have instituted a vigorous campaign against widely differing feed-stuff laws and joined Commissioners of Agriculture in agitation for uniform feed stuff laws in every State now having laws bearing on this trade. By a well directed effort, the Millers have already joined in what now seems certain to be a successful agitation for uniformity, and yet the new uniform feed stuff law is of no more importance to them than is uniform rules governing the grading of grain. They and the grain dealers of the country are equally interested in the continuance of the many varying rules now in use. It would seem possible for the members of the grain trade who are honestly disposed, to force upon the Exchanges and the State Inspection Departments, the adoption of uniform rules.

The Federal Government might be diverted from its desire to serve the trade in the capacity of Inspector by all Ass'n's joining in a demand for a Federal law requiring simply that all rules used for grading of grain for Interstate or Export trade shall be uniform. The enactment of such a law would quickly bring all of the rule-making bodies to a conference which should result in uniformity being obtained without any change in the authorities controlling the Inspection forces. Members of the trade are far more competent to handle this matter than politicians can ever expect to be, but if they are to have any voice in this matter, they must now take the initiative and work earnestly to bring about the needed reform, either through voluntary action of the rule-making bodies, or through the enforcement of a Federal law.

DELAYED reports on sales of consigned grain and hay are most exasperating to shippers yet they are in many cases to blame because they do not delay making shipment until they learn something of the standing and methods of the receiver they contemplate favoring with their shipment. Recently we have received three complaints of prolonged delay two against a Chicago receiver, who is not a member of the Board of Trade and therefore is not in a position to handle shipments to advantage. And what is more non-members of exchanges in organized markets are bound by no rules except as their own interests may dictate. It is always safe and far better to confine shipments to members of the exchanges when shipping to organized markets as a safe and wider market is assured. One shipper has had three carloads unaccounted for since February and another can get no returns from a shipment of oats. We will not publish the advertisement of any firm whom we do not believe disposed to deal fairly with patrons and we do not wish or solicit advertisements of non-members of exchanges in organized markets. Keep posted.

Letters From Dealers

[Here is the grain dealers forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

DAMAGE TO KANSAS CROPS BY RAIN GREATER THAN RE- PORTED.

Grain Dealers Journal: For the past three weeks there have been different representatives of the grain and milling trades traveling over the state; and to say that their reports are a disgrace to the grain trade is putting it mild.

W. B. Snow is reported as wiring from Newton, Kan., this week after having driven over Sumner and Sedgwick Counties, that the hessian fly did some damage, but that the rains did not do any damage to speak of, and the two counties would thresh $\frac{3}{4}$ of a crop. This is simply preposterous. Sumner under the very best of conditions from now on will not thresh $\frac{3}{4}$ of a crop, and after almost a week of continual sunshine harvest machines can not enter the fields. Hundreds of acres never will be cut, having been ruined by rain.

The oat crop in this locality is damaged 30 per cent by the heavy rains. Corn also is damaged 15 to 25 per cent on account of too much rain, yet the traveling men send in reports that the heavy rains have done no damage, which is an injury to the whole state at large.

If Kansas threshes 60,000,000 bus. of wheat it will surprise the farming community. From close observation and actual reports 55,000,000 bus. will look pretty good, saying nothing about 90,000,000 to 93,000,000 bus. as falsely reported.—J. J. Stevens, Dayton, Kan.

DESTINATION VS. ORIGIN WEIGHTS.

Grain Dealers Journal: In your report of the recent meeting of grain men in Oklahoma City, in referring to the discussion of Origination vs. Destination Weights, you make me say, "I have tried to humor the Texas millers by accepting destination weights." This is misleading, and as the subject is a very live one at this time, I beg to express my views more fully.

In the first place, I contend that the correct weights should govern and I believe all honest dealers will agree with me, whether shippers or receivers. The dishonest dealer we want to cut out, so far as possible, at both ends of the line by adopting such rules as will reduce his chance for cheating to the minimum. The custom of accepting destination weights is so old and firmly fixed in this Southwestern trade that it would be very hard to change, nor do I think it ought to be changed except where it is clearly shown that the shipper has superior facilities to the receiver for securing accurate weights, and that he has taken the necessary precautions to know that his weights are correct when he ships his grain, and that each car contains just what his invoice shows.

The contention of the receiver that he should not be required to pay for more grain than he receives is correct, and his

weights should be accepted, when certified, provided he shows that he possesses and uses the proper facilities for ascertaining accurate weights; but it is not right for the receiver who possesses nothing but an old ramshackled wagon scale to demand settlement on his weights as against those of the shipper who has spent a goodly sum to install the best hopper or track scales for his elevator. If, however, loss is occasioned on account of leakage, the shipper should make good, because it is his province to see that cars are properly cooped and the receiver can have no control over that matter.

If the shipper would take the precaution to see that every car of grain is accurately weighed and send a certificate to this effect along with the other papers covering the shipment I suspect we would hear much less complaint about loss in weights, but so long as we do business in the old hap-hazard way, we will have troubles a plenty at both ends of the line.—J. F. Edwards, Dallas, Tex.

COST OF WEIGHT SUPERVISION IN ST. LOUIS.

Grain Dealers Journal: Every possible safe-guard that patient labor and generous expenditure of money can secure is being maintained for the protection of grain shippers consignments to the St. Louis market.

During the year ending December 31st last, the Department spent every cent of its income in securing the correct weighing of your grain and hay, in providing private police protection, in securing the correctness of scales and in ascertaining the physical condition of your cars on arrival, both at the hold tracks and at their final destination, thus providing the shippers tangible evidence on which to base their claims for loss in transit in cases where shortages are due to faulty equipment or lack of seal protection.

In addition to expending for these purposes every dollar that the Department received for fees, the Merchants' Exchange paid during this period, out of its general funds, a deficit amounting to \$11,549.30 which accrued in rendering its services in connection with the weighing of grain in St. Louis. The average fee that we charged during the year 1907 for supervising the unloading and weighing of cars was about 39 cents which surely is not excessive when we consider the vast sum that the Merchants' Exchange has contributed towards the support of the Department to prevent the charges from becoming burdensome to the shipper. During the current year, from January 1st to the present time, the Merchants' Exchange has spent for supervising the weighing of grain \$5,811.07 in excess of the fees that have been paid by the owners of the grain. The figures here given, both for last year and the present year, do not include thousands of dollars which the Exchange has spent in the litigation in which the Department has been involved with the Board of Railroad and Warehouse Commissioners which, happily, the court of last resort decided in the Department's favor a few days ago.

Since the Department was organized the Merchants' Exchange has spent for its maintenance, in excess of the fees collected, the following sums: For the year 1901, \$994.25; 1902, \$2,458.07; 1903, \$6,709.58; 1904, \$5,650.24; 1905, \$10,453.55; 1906, \$9,750; 1907, \$11,549.30; 1908, \$5,811.07; to date, \$53,376.06.

As already stated, these figures do not include the cost of the expensive law suits which the Merchants' Exchange has

been compelled to defend on the Department's behalf.

Notwithstanding the financial depression and the consequent falling off in receipts which produced a considerable decrease in our revenue, the Department has maintained its full quota of men, has not permitted the efficiency of its service to decrease and is sparing no labor or expense to provide the very best system of weighing that money can obtain.—Yours truly, John Dower, Supervisor, St. Louis, Mo.

A COMPLAINT.

Grain Dealers Journal: For the benefit of some brother dealer I would like to have space in your paper to give my experience with the Colorado-Nebraska Gr. & Hay Co. of Denver, Colo. Upon Jan. 3rd I sold them a car of corn then in transit and on account of the financial situation at that time, complied with their request and left a liberal margin. After making numerous requests for account sales and getting numerous excuses for delay. Under date of April 13th I finally received a statement. After charging us excess freight, weighing 50c and inspection \$1.00, there was quite a little balance due me, for which I immediately made draft sending it direct to the bank which they use as reference, it being something more than two weeks before I received proceeds. As mentioned before I was charged excess freight, weighing and inspection. The expense bill, weight and grade certificates were not attached to their account sales and altho I have written them repeatedly for same since, none of them have been furnished.

This may be the proper way to do business but it is not my way.—Yours truly, C. E. R. Winthrop, Wichita, Kan.

THE RESPONSE.

Grain Dealers Journal: We think that your complainer is Mr. Winthrop, of Wichita, Kans. This man has been giving us a great deal of trouble until we have become exasperated. We cannot get the expense bills from buyers of the grain because on account of the peculiarity in this state that they must use those expense bills again to bill that grain out to Colorado common points, or in other words, if John Brown sells us a car from a certain point in Nebraska having a rate of 25 cents to Colorado common points, the parties who buy that from us hold that expense bill, as they hold grain on the billing, and use it later on by taking it up and the Railroad Company giving them the self same billing—25 cents—from the original shipping point to destination.

Regarding the charge for weighing and inspection we make this charge on all grain that is sent to us. We have had lots of trouble with this party, so much that we would not take another car of grain from him if it were loaded down with diamonds, because we think that no more unbusiness-like cuss ever lived.

We have been in the grain business for a good many years, as you know, and so far as we know this is the first complaint we have had. The writer would never buy another car of grain from a Kansas dealer coming to Denver, not if that car was offered to us five cents less per cwt. The experience, not only of the writer, but of the dealers here, has been that their weights are entirely wrong, and like this man Winthrop they put up a big "virtuous" kick, they say—we are the only honest men that live in the world, every one else are roughs and thieves. Yours very truly, Colorado-Nebraska Grain & Hay Co., Denver, Colo.

Seeds

The new clover seed crop is short writes J. P. Masten of Harrington, Del.

A seed elevator will be erected by the J. E. Farrington Seed & Feed Co. at Chickasha, Okla.

The Gate City Seed Co., of Keokuk, Ia., is remodeling the Hubinger bldg. for its business.

W. S. Richey has built a large seed house at Tipton, Ind., and purchased a clover cleaner.

The Tait Seed Co., of Norfolk, Va., recently suffered damage to its stock by water from a fire in an adjoining building.

The committee on seeds for the ensuing year recently appointed by the pres. of the New York Produce Exchange is composed of Wm. Jacot, Marshall H. Duryea, of Henry Nungesser & Co., Ernest Wehncke, O. W. F. Randolph and Chas. Wimmer.

The condition of blue grass for seed on June 1 is reported by the U. S. Department of Agriculture to have been 97 per cent in 5 states, Ohio, Indiana, Illinois, Minnesota and Nebraska; 98 per cent in Michigan, Iowa, North and South Dakota, 99 in Wisconsin, 100 in Kentucky and 93 in Kansas. In every state there is a vast improvement over the condition a year ago. Kansas at that time was as low as 68, Iowa 77, Ohio 81, Kentucky, and Missouri 82, Michigan 83, Indiana 84, Illinois 85 and Minnesota 89.

Exports of seeds during the 10 months prior to May 1 included 3,536,000 lbs. clover seed, 24,678,000 lbs. timothy seed, other grass seeds valued at \$484,827, and 4,239,000 lbs. of flaxseed; against 3,769,000 lbs. clover seed, 17,744,000 lbs. timothy seed, other grass seeds valued at \$367,734, and 5,445,000 lbs. flaxseed, during the corresponding period of 1906-7. Imports of clover seed during April were 1,587,000 lbs., against 1,819,000 lbs. during April, 1907, as reported by O. P. Austin, chief of the bureau of Statistics.

Chicago received during the week ending June 20, 186,500 lbs. of timothy seed, no clover seed, 31,760 lbs. of other grass seed and 20,000 lbs. of flaxseed; against 79,700 lbs. of timothy seed, no clover seed, 60,000 lbs. of other grass seed and 9,950 lbs. of flaxseed during the corresponding week of 1907. Shipments for the week have been 97,358 lbs. of timothy seed, 40,000 lbs. of clover seed, 135,666 lbs. of other grass seed and no flaxseed; against 211,855 lbs. of timothy seed, no clover seed, 499,862 lbs. of other grass seed and no flaxseed during the corresponding week of last year.

At the annual meeting of the Iowa Seed Dealers Ass'n at Des Moines, Ia., June 9, the new Iowa pure seed law was the principal topic of discussion. It is alleged that the law puts Iowa seedsmen at a disadvantage when competing with dealers outside the state. The law contains no provision for prosecuting small dealers who receive seeds marked "to be cleaned" and after removing the tags sell them. Commissioner Wright, who is enforcing the law, made an address in favor of a change in the seed law. Professors L. H. Pammell, Crossley and P. G. Holden also spoke. The Iowa Seed Co. entertained the delegates at dinner after the business session. The attendance at the meeting was very much larger than expected.

Blue grass pastures in Kentucky are without exception more promising than for many years and where stock has not been permitted to graze in large numbers the prospect for a large yield of seed was never better. Farmers are getting their strippers ready for harvesting of the seed which will commence about June 5th. This crop has been harvested too green in many cases and has produced a poor quality of seed. The condition of the clover crop on June 1 was 94 per cent and of alfalfa 60 per cent.—M. C. Rankin, Commissioner of Agri., Frankfort, Ky.

The 26th annual convention of the American Seed Trade Ass'n was held June 23-24-25 in the Hotel Ponchartrain at Detroit, Mich. Among the subjects discussed the first day were insurance, the effect of low prices on the production of high-grade stock, theoretical and practical seed breeding by Dr. W. W. Tracy of the Dept. of Agri., and clover seed production, by C. B. Smith, also of the Dept. of Agri. Others scheduled to speak were R. D. Crosby on "Practical Education in Horticulture," Henry W. Wood, Richmond, Va.; J. E. Northrup, Minneapolis, Minn.; E. C. Dungan, Philadelphia, Pa.; C. N. Keeney, Le Roy, N. Y.; Albert McCullough, Cincinnati, O.; L. H. Vaughan, Chicago; S. F. Willard, Wethersfield, Conn.; Edward T. Fenwick, Washington, D. C. On the program was a visit to the seed house of D. M. Ferry & Co. and a boat ride tendered by that company. About 125 seed dealers from various sections of the United States were in attendance.

B. & O. Grain Storage Charges at Fairport, Unlawful.

The Interstate Commerce Commission has recently decided the suit by Chas. England & Co., of Baltimore, Md., against the Baltimore & Ohio Railroad Co., granting plaintiff \$488.61 reparation for unlawful storage charges at West Fairport, O., on 50,000 bus. of rye.

Chas. England & Co. on Oct. 26, 1906, bot the rye at Manitowoc, Wis., for shipment thru West Fairport to Baltimore, having arranged with the road for the movement. The first shipment was made out of the West Fairport elevator Nov. 27 and the last Jan. 19. After reading the letters that passed between the parties the Commission decided that the minds of the parties never met and consequently there was no contract.

In the absence of a definite understanding defendant must be held to have received the grain for immediate shipment and in the meantime was under obligation to insure and store the grain at its own expense.

An old tariff of the B. & O. providing for storage is declared unlawful because of failure to fix the amount of the storage charge or to establish any specific basis for estimating the charges.

Exports of Glucose, Corn Oil and Cake.

Exports of glucose for the ten months prior to May 1 have been 110,022,309 lbs.; against 127,849,452 lbs. for the corresponding period of 1906-7.

Corn oil cake amounting to 57,221,087 lbs. was exported during the ten months prior to May 1, against 47,816,721 lbs. for the corresponding period of 1906-7.

Corn oil exports for the ten months prior to May 1 have been 3,512,647 gals.; against 2,364,281 gals. for the corresponding period of 1906-7, as reported by O. P. Austin, chief of the Bureau of Statistics.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

HOW TO CLEANSE ELEVATOR OF WEEVIL?

Grain Dealers Journal: We have weevil in some of our wheat in the elevator. As soon as we get the wheat out we want to renovate it thoroly. Can the Journal tell us how to thoroly cleanse it? We have several copies of the Grain Dealers Journal, but do not remember to have read anything in regard to this.—K. & Co.

Ans.: The use of bisulfid of carbon, the best exterminator for weevil in grain, was described on page 378 of the Journal for Sept. 25, 1907. For an empty bin use 1 to 2 lbs. per 1,000 cubic feet of space.

WHEN DOES OWNERSHIP CEASE?

Grain Dealers Journal: I would like very much to know when my interest in grain I load into cars ceases. If I consign it to a Commission Merchant for sale my account and he sells it to a terminal market buyer, does my ownership cease the minute sale is made, or must I stand responsible for the safe delivery of the property after its movement is under the control of the buyer?

It seems to be that the minute buyer's bid is accepted by my Commission Merchant, my responsibility for the property ceases. If grain is lost or destroyed while being switched at his direction, then it should be his loss; not mine. The losses at Kansas City, Cincinnati and Pittsburg which I have read about in past numbers of the Journal lead me to think it is time the trade had a clearer understanding as to when shipper's ownership and responsibility for grain ceases.

I have always maintained that my responsibility for grain sold my track ceases the minute I sold car and billed it to the track buyer. The track buyer pays the freight, he directs the movement of the grain and dictates its routing. If it were my grain he could not have anything to say about it. Hence, it seems to me that my interest in grain sold my track ceases, and not only should the buyer be responsible for it thereafter, but he should pay me par funds my station and give me money the day I load the grain, or pay me interest on it thereafter. This subject was discussed in the Indianapolis meeting, but it seems to me the dealers have not yet reached the heart of the subject. I sincerely hope the discussion will be continued until a just and fair solution of the problem has been obtained. I would like very much to read the opinions of other shippers.—F. R. T.

Whenever you feel inclined to knock your brother dealer just take his place and you will find, there is another side.

The only man who signed the minority report on platform at the Republican National Convention asked: "Do you know what a railroad rate is?" A shipper in the galleries exclaimed: "It's a darn hard thing to have to pay."

Crop Reports

Canada.

Winnipeg, Man., June 12.—Reports all indicate most favorable conditions for the growing crop. The seeding was done under most promising conditions, and the weather has been perfect for germination and growing since that time. The estimated acreage under crop in Manitoba, Saskatchewan and Alberta on June 1 was: For wheat, 5,767,250 acres, an increase of 15%; for oats, 2,607,000 acres, increase of 10%; barley, 855,650 acres, increase 9%, and flaxseed, 123,420 acres, increase of 2%, compared with a year ago.—Frank O. Fowler, sec'y Northwest Grain Dealers Ass'n.

Toronto, Ont., May 27.—The general tenor of reports regarding fall wheat is favorable. In most cases the crop entered the winter a little short in top, but snow fell early, and lay on the ground nearly all the season, thus affording good protection, except on knolls, where the young plants were exposed, and in some of the fence corners where the crop was smothered. Early sown wheat did better than that put in later, and the crop did best on rolling land. The greatest injury to the growing wheat was caused by the ice forming in low places during the wet and cold days of the latter part of March and the beginning of April, resulting in a number of patchy fields. There will be only a small area plowed up, however, as most of the thin or bare spots will be sown to spring grains, chiefly barley, in order to save the catch of grass. There is but little difference to note in the condition of fall wheat in the various districts, although the best showing must be credited to the Lake Erie counties. Winter rye—This crop wintered even better than fall wheat, but it is not largely grown for grain, being raised chiefly for pasture, green feed, and for turning under for manure.—C. C. James, sec'y Ontario Bureau of Industries.

Colorado.

Denver, Colo., June 19.—Our prospects for crops here are not very good.—G. E. Ady.

Delaware.

Harrington, Del., June 17.—Wheat crop only fair on account of wet weather and scab, may have two-thirds to three-fourths of crop. I think that quality of wheat that will mature is or will be fair. Oats and corn in low lands are backward and damaged on account of heavy rains, a case of too much wet weather. Condition of corn in a great many instances very poor, more or less damaged last fall after being housed in bad condition. Hay crop poor, except in a few localities, which are fair.—J. P. Masten.

Illinois.

Mt. Sterling, Ill., June 19.—Crop outlook for wheat, good; harvesting commenced yesterday.—Ed. Pendleton.

Chicago, Ill., June 23.—Not well satisfied with Ill. reports on corn from my shippers. Don't like oats prospects.—L. A. Lewellyn.

Hudson, Ill., June 17.—Corn all planted and growing rapidly; one month of good corn weather will cover up the bad thoughts of the wet May.—A. W. Skinner & Co.

Kenney, Ill., June 11.—Corn planting about done. Wheat looks good. Oats nothing to brag of. We need rain. About 20% of old corn out.—Henderson & Humphrey.

Farmer City, Ill., June 12.—Prospects look bad. Oats heading out 6 to 8 in. high and are yellow. Corn about all planted; 30% of old corn out.—Farmer City Grain Co.

Chicago, Ill., June 23.—Made 65 mi. trip into Ill. last week. Find corn uneven, but looking fine tho a little late. Has been little too wet for it. Oats and wheat in excellent shape.—B. S. Armstrong.

Mansfield, Ill., June 12.—We had quite a movement of corn last week and lots of it coming in now. We are about done planting. Oats are short and need rain. Some spots oats were drowned out.—Jas. Mahan.

Leroy, Ill., June 12.—Corn is just coming up and too early to speak of that. Oats look fairly well and if we get some showers they no doubt will turn out O. K. About 50,000 bu. of corn to come in.—E. R. Ratliff.

Farmer City, Ill., June 12.—Prospects are not good. Oats very short and heading at 8 in. We need rain. Quite a few farmers replanting corn on account of worms.—A. Weedman, agt. Bartlett, Frazier & Carlington.

Kenney, Ill., June 11.—Oats are short but look fair. Planting about done with. Some of our corn was planted early and is looking fine. About 50,000 bu. of old corn to come in.—N. R. Persing, mgr. Kenney Elevator.

Leroy, Ill., June 12.—Corn about all planted. Probably 15 to 20% old corn out. Oats look fair. We need rain badly. Clover is fine. Had plenty of rain up to the last 10 days, but everything, even the town itself, is very dry now.—S. Crumbaugh.

Leroy, Ill., June 12.—About done planting corn. Oats do not look as well as they ought to. We need good showers, oats little dry and yellow now. Never had better prospects for clover and timothy. About 25% of old corn in farmers hands.—C. T. Karr, mgr. Zorn Grain Co.

Mansfield, Ill., June 12.—Corn planting done. Oats look tough on low ground and O. K. on high ground. About 25% old corn out. Still I think we are as late along as last year and if weather is favorable there is no reason why we shouldn't have as big a crop as last year.—W. R. Mersereau.

Secor, Ill., June 20.—Oats crop here will be short, and in low places are turning yellow and are very short. Corn is small, will be a short crop unless we have warm weather, and we must have a late fall for an average crop. What little wheat and rye is grown here looks good.—Geo. G. Flessner.

Clinton, Ill., June 11.—Prospects are not bright, but may turn out all right yet. Not much over two-thirds of corn planted. Oats awful short and yellow and some are full of lice. Wheat looks fairly well. Some oats and wheat drowned out, but now we need rain. Not over 15,000 bu. of corn out.—A. Harris, mgr. P. K. Wilson.

Humrick, Ill., June 20.—Crops here are very poor, especially the oats and corn, the poorest prospects I have seen in years. I do not think that the oats will make over one-half a crop. We have had no rain for about four weeks in this locality. The corn ground is in a bad condition for a corn crop, lots of corn not up yet, at least 30 days late, which means to the farmers a poor quality of corn and lots of trouble for the grain buyer.—Joe C. Kendall.

Indiana.

Vermillion county, June 18.—Corn bad, late oats, one-third crop wheat.—X.

Tippecanoe county, June 18.—Wheat good, corn not far advanced as usual. Oats bad shape.—X.

Bainbridge, Ind., (Putnam county) June 18.—Wheat good, oats same, corn fair.—R. P. Hilands.

Indianapolis, Ind.—Reports from Indiana show that oats and corn need rain.—F. M. Montgomery.

Fountaintown, Ind., (Fayette county) June 18.—Wheat and corn good, oats short.—R. H. Murphy.

Cottage Grove, Ind., (Union county) June 18.—Wheat and corn just fair. No oats.—A. Gardner.

Frankfort, Ind., (Stark county) June 18.—Had nice rain. Corn, oats and wheat fine.—M. T. Dillen.

Markle, Ind., (Huntington county) June 18.—Wheat never better, corn fair, oats short.—D. Lesh.

Lyons, Ind., (Greene county) June 18.—Wheat good, oats and corn fair, fine hay.—Geo. W. Topping.

Zionsville, Ind., (Boone county) June 18.—Wheat an average, corn poor; oats same.—C. W. Cook.

Poneto, Ind., (Wells county) June 18.—Oats short, corn clean and good; not much wheat.—R. F. Gavin.

Hobbs, Ind., (Tipton county) June 18.—Wheat good, oats not flattering, corn good condition.—A. M. House.

Markleville, Ind., (Madison county) June 18.—No wheat, one-half corn crop; oats fair, weeds.—I. B. Jones.

Montpelier, Ind., (Blackford county) June 18.—Good wheat, oats and corn fair; clover fine.—A. L. Nelson.

New Augusta, Ind., (Marion county) June 18.—Oats and corn poor. Wheat average.—M. M. Neidlinger.

Covington, Ind., (Fountain county) June 18.—Oats fair, wheat fine, corn two weeks late but good.—Thos. Bodine.

Barnard, Ind., (Putnam county) June 18.—Wheat fair, oats short, corn depends upon weather.—E. R. Moore.

Lafayette, Ind.—Wheat is fine; crop practically made. Oats poor and corn fair in Indiana.—H. G. Smith, rep. A. R. Sawers.

Bluffton, Ind., (Wells county) June 18.—Wheat acreage light but good. Oats good, also corn.—D. E. Studabaker.

Bunker Hill, Ind., (Miami county) June 18.—Wheat fair, oats not one-half crop. Too dry for corn.—W. C. Lutz.

Earl Park, Ind., (Benton county) June 18.—No wheat, corn fair, late and worm eaten. Oats fair.—J. R. Barr.

Cammack, Ind., (Delaware county) June 18.—Wheat not filling well; oats need rain. Corn very uneven.—John Howell.

Glenwood, Ind., (Shelby county) June 18.—Wheat not extra; oats nothing. Corn fair, planted late.—J. M. Murphy.

Berne, Ind., (Adams county) June 18.—Oats suffering for rain; corn even but small; wheat good acreage but short.—C. G. Egly.

Russellville, Ind., (Howard county) June 18.—Wheat and clover never better, corn and oats poor. Corn can't make much.—Dave Unger.

Brookston, Ind., (White county) June 18.—Wheat good, corn fair, oats fair. Wet weather followed by dry has hurt all grain.—A. P. Hansen.

Lincoln, Ind., (Cass county) June 18.—Wheat good, oats and corn poor owing to weather condition. Worms and insects working.—A. P. Watkins.

Newcastle, Ind., (Henry county) June 18.—Wheat good, the some complaint of rust. Oats not looking good. Corn good but weedy.—H. A. Magin.

New Palestine, Ind., (Hancock county) June 18.—Wheat fair, gone back 15% in last two weeks; did not stool properly. Oats fair, corn very uneven.—J. W. Waltz.

Glenwood, Ind., (Rush county) June 18.—Small acreage oats, but crop looks fine; corn and wheat fine on account much fertilizer used by farmers; general outlook fine.—J. E. Ryburn.

Elizabethtown, Ind., June 16.—About an average crop in acreage and quality. No dry or green bugs. Wheat was damaged by too much rain, but think that we still will have a good acreage crop.—A. R. Anderson.

Iowa.

Blairstown, Ia., June 8.—The hessian fly and green bugs are not working here at all this year.—G. H. Canfield.

Farnhamville, Ia., June 22.—We are having more rain than bargained for, but for all that we will have a better crop than we had last year.—Chas. A. Jackson, agt. Western Eltr. Co.

Readlyn, Ia., June 12.—Crops are looking fine. Corn about two weeks ahead of this time last year. Weather conditions have been very favorable for the last two weeks.—A. B. Anspatch, agt. J. F. Twamley Son & Co.

Galva, Ia., June 19.—We have been having some terribly heavy rains in this section the past few days, but as the country is rolling it has done little damage, except to keep the farmers out of the fields. Crops are all looking fine, and with good weather from now on we will have a bumper crop. Old oats are practically all marketed, also barley; about 10 to 15% of the old corn is still in the farmers hands and will be marketed before harvest. No wheat raised in this section.—S. O. Jackson, agt. Schoeneman Bros. Co.

Des Moines, Ia., June—Eighty per cent of the corn was planted in Iowa, June 1, and would have been completed by that time but for the excessive rains during the last days of the month, leaving the low lands in wet condition, the planting of which was seriously delayed. The soil condition is generally too wet on account of recent rains and considerable land has been overflowed by streams and washed, which will reduce the acreage somewhat. Cut worms have done slight damage only in a general way, a very few localities reporting any considerable damage which is confined entirely to sod ground. Frost that occurred during the first days of the month did practically no damage to small grain except in a very few localities where the estimates of damage were from 2 to 5 per cent. Growing conditions compared with last year as based at 100 is as follows, viz.: Winter wheat, 102%; spring wheat, 98%; barley, 102%; oats, 102%. Acreage as reported June 1st compared with last year based at 100 is as follows, viz.: Winter wheat, 104%; spring wheat, 95%; oats, 101%; barley, 101%; rye, 99%; flax, 90%. Ninety-five per cent of the marketable portion of last crop has now left farmers' hands as compared with 92 per cent last month and 92 per cent one year ago. Eighty-nine

per cent of the market portion of the last corn crop has now left farmers as compared with 85 per cent last month and 77 per cent one year ago.—Geo. A. Wells, sec'y Iowa Grain Dealers Ass'n.

Kansas.

Haysville, Kan., June 19.—Wheat being harvested. Crops fair with some damage by hessian fly.—J. A. Baughman, buyer, Stevens, Scott Grain Co.

Chicago, Ill., June 23.—A number of my shippers in Okla. and Kan. are sore because it doesn't quit raining. Too much rain on wheat that should be cut.—R. F. Morrow.

Whitewater, Kan., June 19.—Wheat one-half crop. Oats full crop, looks fine. Corn good, some fields weedy; alfalfa extra good.—G. B. Hanstine, mgr. Whitewater Alfalfa Milling Co.

Lenora, Kan., June 15.—Acreage of wheat same as last year, condition 75%. No damage from any insects; lack of early moisture caused damage. Corn acreage large and plant in good condition.—Baker-Crowell Grain Co.

Hollis, Kan., June 11.—The amount of wheat sown in this section is about the same as last year, and it is damaged to some extent by the fly, too much rain, hail and rust. Will make a little below an average crop.—C. F. Peterson, Western Eltr. Co.

Belleville, Kan., June 15.—Very wet weather here; farmers have only been able to work in their corn one or two days in two weeks. It is so cold this morning that I had a fire in my office to keep me comfortable. Oats and wheat look very well, but corn is very weedy.—E. A. Fulcomer.

Manhattan, Kan., June 22.—The Kaw and the Blue rivers played hob. The sands of acres of wheat and corn went under water to their final burial. I saw it with my own eyes as far as Salina, 70 miles distant, and on the Smoky, which like all the other rivers, has had the third rise.—F. P. Miller.

Kentucky.

Frankfort, Ky., June 3.—The condition of wheat June 1 was 84, of winter oats 43, of spring oats 73-78, of barley 9 and of rye 65%. Not much corn had been planted until the last ten days, but with the proper preparation of the ground on which so much depends for all crops, a fine crop will result. Wheat, rye and barley show luxuriant growth and promise a splendid yield. We note the appearance of the army worm in Woodford county, which has not been seen before since 1881 and has destroyed the barley and meadows and other vegetation on several farms.—M. C. Rankin, commissioner of agriculture.

Minnesota.

Cannon Falls, Minn.—Good prospects for a large crop; old grain but not of farmers' hands.—T. Thompson, agt. R. E. Jones Co.

Minneapolis, Minn., June 23.—Crops thruout Minnesota and the Dakotas have made excellent progress. Corn, which appeared to be very backward two weeks ago, is growing nicely and the farmers are busy working. Small grains in the most every district stand very rank, but are of excellent color and weeds make less show in the fields than for a number of years. Some early wheat and oats are jointing. The flax crop looks very fine. Barley has been heading out for a week and rye will be ready for harvest July 1st. There has been some damage in Southern Minnesota and South Dakota from hail storms. The hay crop is the best we have had for several years. We do not make predictions in our crop letters, but we take pleasure in saying that Minnesota and the Dakotas never promised better crops on the 23d of June than they do today.—The Van Dusen-Harrington Co.

Missouri.

St. Louis, Mo.—Thrashing reports come to us indicating wheat is yielding oftentimes 50% of a crop.—Marshall Hall.

Nebraska.

Rulo, Neb., June 20.—Acreage of wheat in this vicinity about the same as 1907; will be an average crop. No damage from bugs or flies.—D. Van Valkenburg, agt. John H. Lynds Mill & Eltr. Co.

Oakdale, Neb., June 11.—From May 30 to June 8 had seven inches of rainfall. Winter wheat never better, corn and oats are looking fine. Corn badly washed by recent rains on rolling land.—C. V. Beeman.

Rosemont, Neb., June 23.—We have a fair crop of winter wheat, and somewhat better than last year, averaging about 20 bus.—Theo. W. Schultz, agt. Updike Grain Co.

Rosemont, Neb., June 10.—The wheat acreage is about the same as last year. Wheat crop is looking fine and they are figuring on 20 bus. per acre. The only thing that is bothering the wheat now is we are having too much rain.—H. Gund & Co.

Rosalie, Neb., June 10.—Winter wheat crop in this section is damaged probably 30 per cent by hail. Acreage sown is about 10 per cent larger than last year. We are having no damage by hessian flies or green bugs.—M. H. Osborne, agt. Devereux Eltr. Co.

Ohiowa, Neb., June 15.—The outlook at present for this season's crop is rather discouraging. We have had almost continual rain since corn planting, and as a consequence farmers have not been able to get into the fields to cultivate, and fields are very foul. The wheat has also suffered from excessive rains. With favorable weather we would still harvest a good crop.—Ross R. Chenoweth.

Albion, Neb., June 24.—The winter wheat looks better than it has for years, and the local prospects are for an improved crop. Early variety of oats are headed out, and early sowed white oats are shooting quite a lot. The great amount of rain we have had has put the corn cultivating very much behind. Corn that is well ahead looks fine, and with a rainy weather is what we need.—B. E. Williams.

New York.

Buffalo, N. Y., June 22.—All crops started late, so that the plowed area is not so large as it would otherwise be, but the weather has been warm in June and there is rain enough, so that the crop growths can be noted even from one day to the next. Every crop promises to be a full one.—J. C.

North Dakota.

Valley City, N. D., June 13.—Crop prospects are No. 1 at present, plenty of moisture.—The Farmers Co-Operative Eltr. Co.

Adrian, N. D., June 18.—Crops in this part of La Moure Co. never looked better, and altho we have had considerable rain so far, no damage has been done.—Andrew Weis.

Deering, N. D.—Crops look promising, plenty of moisture in the ground. Fully as much wheat sown this spring as last; at least 25% more oats and barley, about the same amount of flax as last year. Some are sowing flax now, as late as it is.—F. W. Roberts.

McVillie, N. D., June 13.—The grain sown early is now quite a height and has a beautiful stand. There has been no frost to setback the growth of the grain and as the seed was in the ground at least two weeks earlier this year than last, it is generally believed that the harvest time will see most of the grain in the shock before the fall frosts get a chance at their damaging work. This will result in a fine yield and top grades. There will be a much less acreage of flax this year than last in this particular locality, owing to the small amount of new land being worked and the experience of low priced flax last season. Farmers who are in the habit of sowing 100 acres of flax each year, have in many instances not sown an acre this spring and others only what little new ground they have been able to turn. We believe this to be the condition more or less all over the state from reports rendered us by the traveling public who are interested. Wheat, without a question, will see more of an acreage than ever, while durum will fall off in some places, and the total acreage is conceded to be less in proportion this spring than that of last year. Barley will lead all grains in the increase of acreage.—Case Elevator Co.

Ohio.

Kenton, O.—Crops look fine, farmers feel good.—W. B. Gramlich.

Convoy, O.—Prospects for all crops exceptionally good, but no one is able to determine cause.—D. W. Long.

Willshire, O., June 16.—Oats prospects fair to good; corn fair to good, and wheat prospects fair to good on a very small acreage.—Willshire Milling Co.

New Carlisle, O., June 11.—The weather here is too dry now, very opposite to the western country where they are having an over supply of rain. We have a good stand of corn and with the proper amount of moisture it will do nicely. Oats are not up to the standard at this season of the year and wheat appears to be going backward and not near the prospect there was a month ago.—S. A. Muff.

Columbus, O.—During the greater part of the month of May weather conditions

were most favorable to wheat growth and the prospect as now estimated by the correspondent shows an improvement of two per cent over the prospect reported one month ago, or 94 per cent, compared with an average. This is a most excellent showing and assures a heavy average yield per acre, altho, as stated in previous reports, the total area seeded is below an average, which fact must be taken into consideration in anticipating the total yield of the harvest. The prospect over the state is quite uniform, not a county in the state reported at less than 80 per cent, while last year at this time there was a wide variance in percentage estimates, ranging from 15 per cent. to 96 per cent. On May 1, 1907, the average wheat prospect for the state as a whole was estimated at 77 per cent, while for that harvest there was produced an estimated average of 15.4 bus. per acre. By comparison with the present report it is shown that wheat prospects in Ohio are most encouraging. Oats prospects are estimated at 89 per cent, compared with an average. Corn planting has been retarded by unfavorable weather conditions. The scarcity of corn—consequently its high market value—accounts for the small average number of hogs being fed for summer markets. Compared with an average, prospects for winter barley are 91%; for spring barley, 90%, and for rye 92%.—Ohio Dept. of Agri.

Oklahoma.

Lahoma, Okla., June 14.—No damage by bugs or flies to wheat. Wet weather damage 25%; acreage about 80%.—Lahoma Roller Mills.

Lindsay, Okla., June 12.—Not any wheat in this section of the country that has been planted. We have a few oats that are good, but the rains will soon ruin them if they don't stop.—J. H. Pruitt, agt. Linzee-Goodwin Grain Co.

Okemah, Okla.—Too much rain here. Oats good, but can't cut them for the rain; corn damaged half by the wet weather; will be a good crop here. Cotton planted over. Cotton had stand and dying from rain.—Cooper Bros.

South Dakota.

Redfield, S. D., June 22.—A heavy crop is expected.—F. O. Schalkle, agt. G. W. Van Dusen & Co.

Cedar Lake, S. D., June 13.—Grain is looking fine; we had a few days of pretty good weather. We are going to have a large hay crop.—H. R. Morgan, agt. E. A. Brown.

Yankton, S. D., June 11.—Winter wheat never looked finer than it does now. Oats are good; no bugs. Never had a better stand of corn. We are having enough rain, not too much, as in some places.—Agt. Atlas Eltr. Co.

Aberdeen, S. D., June 10.—About 40 acres of winter wheat sown in this section, and about the same amount was sown last year. Conditions are good on all kinds of grain. No sign of green bugs or hessian flies.—The Freeman-Bain Co.

Texas.

Crowley, Tex., June 17.—This part of the country went to cotton and there is scarcely any grain here.—Hays Bros.

Wisconsin.

Milwaukee, Wis., June 22.—To say the least the crops are certainly looking fine. Barley, however, is such an uncertain crop that there is no telling what will turn out; one good rain may spoil the whole thing.—J. V. Lauer & Co.—S.

Askeaton, Wis., June 22.—The first report of the green bug in this state comes from Askeaton. Grain men in this vicinity say that the so-called green bug is returning this year, and considerable damage is said to have already been done.—Slits.

Milwaukee, Wis., June 22.—We have reports that the barley crop is having too much warm weather and that it has taken a big chance within the past week. We are liable to again have the same poor quality of barley as last year; the light weight variety.—P. C. Kamm.—S.

Washington.

Tacoma, Wash.—S. S. King, deputy grain inspector, on his return from a trip thru eastern Washington, reported conditions favorable in the grain belt.

Please discontinue my advertisement of elevator wanted as I have received more offers thru my ad. in the Grain Dealers Journal than I can keep up correspondence with.—C. L. Bowdish, Potterville, Mich.

Grain Carriers

Grain rates by lake out of Chicago have dropped to $\frac{3}{4}$ c per bu.

A decrease of over 22,000 in the number of idle cars for the latter half of May is reported by the American Ry. Ass'n.

A conference of traffic managers is being held today at St. Louis to adjust rates on grain from the west thru that city.

Reimbursing shippers for grain doors furnished is unlawful unless the tariff expressly so provides, is a late ruling by the Interstate Commission.

No further postponement of the opening of navigation on the Great Lakes was made by the vessel owners at their meeting in Cleveland, O., June 16.

The rule of the Interstate Commerce Commission that reconignment privileges can not be given retroactive effect is held by the Commission to apply to cleaning, milling and other transit privileges.

For unlawful granting of rebates the Southern Pacific Ry. has been indicted by the federal grand jury at Los Angeles, Cal., on 29 counts. The rebates were granted on shipments of rice, oranges and hides.

Before the circuit court at Philadelphia recently the railroad attorneys argued that the commodity clause of the Hepburn act is unconstitutional because it is a prohibition instead of a regulation of transportation.

Warner and Thomas L. Moore, operating the Dunlop Mills at Richmond, Va., have been indicted for false billing of cornmeal as corn at a saving of 2c per 100 lbs. on the freight rate to Wilmington over the Chesapeake & Ohio R. R.

The Interstate Commerce Commission has ordered the complaint of the Marshall Michel Grain Co. against the Missouri Pacific dismissed, holding that under defendant's tariffs on bran there was no combination on Kansas City less than the thru rate.

Effective July 10 the New York, New Haven & Hartford R. R. Co. will cancel its rule against the acceptance of shipments of grain that had been mixed or milled in transit on thru billing from points beyond the point where the milling in transit was performed.

Grain rate concessions to Chicago and Manitowoc shippers by which they can buy grain in the Milwaukee market for shipment on a thru rate that no Milwaukee dealer enjoys will be investigated by the committee on commerce of the Milwaukee Chamber of Commerce.

Navigation between the Great Lakes and Montreal was cut off June 23 by a break in the Cornwall Canal a mile above Cornwall. The gap in the canal is 150 by 175 ft. Until repairs are made no more grain will come down by water thru the St. Lawrence River for export thru Montreal.

The Pacific Coast extension of the Chicago, Milwaukee & St. Paul R. R. is in operation as far as Lombard, Mont., to the west and from the coast east large sections have been laid with rails, so that by the end of summer Chairman Roswell Miller believes that the entire road will be practically completed.

W. R. Johnson, wholesale grain dealer, A. P. Gilbert, ass't gen. frt. agt. of the Chesapeake & Ohio R. R. Co., and the corporation have been indicted by the federal grand jury at Richmond on nine counts for violating the Hepburn act by falsely billing grain as of western origin, when the full local rate of 3c more should have been paid.

The Interstate Commerce Commission has refused to sanction the payment by the consignee of switching charges when the carrier deducts the charges from the published rates and collects the balance. When the tariffs provide for the absorption of switching charges the carrier must pay the switching company and not leave that to be done by the shipper.

The Winnipeg, Yankton & Gulf Railroad Co. has been granted a charter at Great Bend, Kan., to build 500 miles of line between Jewell and Morton Counties. The incorporators are E. W. Moses, C. V. Brinkman, E. S. Allison, C. N. Moses, Chas. Lundblade, O. R. Dawson, J. C. Brinkman, R. A. Shales and V. L. Smith, all of Great Bend, and I. L. Miller of Russell, grain dealers and millers of Barton County.

The practice of carriers in making rates on the use to which the shipment is to be put was condemned by the Interstate Commerce Commission June 13. The Illinois Central and the Frisco had two rates on nitrate of soda, for fertilizer and for the manufacture of powder. The Commission declared this improper. The principle is one which if rigidly applied will invalidate a large number of rates in which the carriers have forced themselves into a partnership with the users of articles transported. The carriers still retain their theory that the business of the community must support the roads and that they have a right to levy a sufficient tax.

The New York Produce Exchange at a special meeting June 16 adopted resolutions calling attention to the discrimination against New York of $3\frac{1}{2}$ to 4 cents per bu. on grain from the west, compared with rates to Montreal. Pres. Ring appointed the following committee to urge upon the railroads the necessity of reducing rates to restore the export trade thru New York: J. Ward Warner, of J. G. Hagemeyer & Co., grain exporters; James F. Parker, of Parker & Graff, grain receivers and exporters; Yale Kneeland, of Power, Son & Co., grain exporters; William H. Kemp, of Milmine, Bodman & Co., grain receivers and exporters, and A. C. Fetterolf, freight manager of the International Mercantile Marine Co.

Exports.

Buckwheat amounting to 115,518 bus. was exported from the United States for the nine months prior to May 1; against 191,896 bus. for the corresponding period of 1906-7.

Broom corn valued at \$205,510 was exported for the nine months prior to May 1; against \$207,223 for the corresponding period of 1906-7.

Malt amounting to 184,254 bus. was exported during the nine months prior to May 1, against 275,431 bus. for the corresponding months of 1906-7.

Linsseed oil cake amounting to 52,440,054 lbs. was exported during the nine months prior to May 1, against 43,793,343 lbs. for the corresponding period of 1906-7, as reported by O. P. Austin, chief of the Bureau of Statistics.

New Grain Tariffs.

Export rates on wheat are made effective July 20 by the Santa Fe to Galveston, Tex., from Fargo, Okla., $24\frac{1}{2}$ c; Gage, $23\frac{1}{2}$ c; Shattuck, $22\frac{1}{2}$ c; and Goodwin, Okla., $21\frac{1}{2}$ c, in Amend 8 to ICC No. 4161. The same tariff makes rates on corn from the same points respectively of $22\frac{1}{2}$ c, $21\frac{1}{2}$ c, $20\frac{1}{2}$ c, and $19\frac{1}{2}$ c.

Export rates to Virginia common points are made by the C. I. & L. from Beamers, Cass, Cataract, Howesville, Jordan, Midland, Shirley, Hill, Vicksburg and Victoria, Ind., all 18c, effective July 13, in connection with the Kanawha Desp., via C. & O., in tariff Sup. 2 to ICC No. 1689.

The Santa Fe will carry wheat at 20c and corn at 17c from Caldwell, Kan., to Wilburton, Okla., effective July 20.

Peoria, Ill., is granted a number of new rates by the Big Four in Sup. 4 to ICC No. 3895. Grain to Cincinnati, Jeffersonville and New Albany, 7c; to Indianapolis, 6c; and to Louisville, 9c. The rates on grain products are 8c to Cincinnati, 6c to Indianapolis and 9c to Louisville.

Indianapolis and Moorefield, Ind., are given a rate of $8\frac{1}{2}$ c on grain and products to Mt. Vernon, O., by the C. H. & D.

Norfolk, Neb., is given a rate on flax and millet seed of 28c, wheat 28.05, and on corn, oats and barley, of 19.92c, from Chicago and Milwaukee by the Omaha road.

When originating beyond, the Omaha road will carry wheat and flaxseed from Minneapolis and St. Paul to Duluth, Superior and Washburn at 5c after July 15.

The Lake Shore & Michigan So. quotes grain from Cleveland $6\frac{1}{2}$ c to Detroit and 10c to Grand Rapids, Mich., effective July 15.

A rate of 18c is made by the Soo line on wheat, corn, oats, rye and barley from Minneapolis, St. Paul, Shoreham and Minnesota Transfer to Grise, Slingerland, Robinson and Alabaster, Mich.

Cleveland, O., is granted new rates to a number of points by the Nickel Plate in Sup. 2 to ICC No. 2360. On grain and grain products, to Detroit, Mich., $6\frac{1}{2}$ c; Elyria and Lorain, O., 4c; Grand Rapids, Mich., 10c; Greensburg and Shirley, Ind., 9c; Hagerstown and Linden, Ind., $8\frac{1}{2}$ c; Hillsboro, Carrollton and Wilmington, O., 8c; Youngstown, 6c; Martins Ferry, O., and Oil City, Pa., 7c; North Vernon, Ind., $10\frac{1}{2}$ c; Stoneboro, Pa., 6c; Union City, Ind., $7\frac{1}{2}$ c; and Osborn and Shawnee, O., $7\frac{1}{2}$ c, effective July 15.

The Wabash will make rates on grain and grain products from Des Moines, Ia., when from beyond to New Orleans, 20c; Memphis, 14c; Cairo and Evansville, 10c, when destined south and southeast.

Minimum weights are prescribed by the Northern Pacific in Sup. 1 to ICC No. 3703 effective July 13 on grain from and to points on the Spokane, Portland & Seattle Ry. and points in Washington, Oregon and Idaho: Wheat, 70,000 lbs.; oats, 60,000 lbs.

Allowances for transfer of grain are covered by the Big Four in four tariffs recently filed for Tiffin, O., Sheldon, Ill., Kankakee, Ill., and Terre Haute, Ind.

Cleaning, clipping, milling, mixing, sacking, shelling and storing grain at Cairo, Ill., for reshipment to points in southeastern and Carolina territory is provided for in a tariff ICC No. A7039 filed by the Illinois Central to become effective July 20.

Imports reported of clover seed at New York are said by a seed firm of that city to be alfalfa.

[From an address by Julius W. Jockusch delivered at annual meeting of Texas Grain Dealers Ass'n.]

A Casual Reading of the McCumber bill, as copy of which is doubtlessly in possession of every member of this Association through courtesy of our efficient secretary, will probably induce a great many Grain Dealers and all grain producers to stamp same with their approval, because, as a general proposition, it sounds fair and reasonable and, if it could be effectively installed, it would be carried out apparently be a cure-all for every ill affecting the dealings in grain between men engaged in that business.

Visions of undisturbed tranquillity, under the beneficent provisions of that Bill, come to Mr. Grain Man and he quickly reaches the conclusion that all of his troubles will come to an end, that he will not be imposed upon again by some bad man in Chicago, Kansas City, St. Louis, Memphis, New Orleans—or even Galveston, in Texas!

There is every cause for him to reason that way. Here is a man who has had some shocking experiences in his career as a grain shipper. The wheat which he knows was No. 2 Red, 591b, test, graded only No. 4 or "Rejected"; the corn, which was the finest, in his opinion, ever produced in his State or Country, graded low on account of live weevil, excess dirt or "heating" at destination and he has thus been imposed upon to his great financial loss and mental distress!

The Grain Receiver, on the other hand, asserts that he has been robbed until almost any other kind of business would be the one for him—the grain which he has bought and paid for, Draft, B/L attached, Public Weigher's Certificate, etc., turns out to be of lower grade than represented badly short in weight, etc.

Both of these men and the thousands of men represented by their types welcome any sort of a measure which will end their troubles.

Will the McCumber Bill do it? And if so, how and why?

If we can answer these questions fairly and correctly, then we have gotten at the milk in the cocoanut.

For my part, not being a politician, I prefer to assume that this Bill is not a party measure and that it represents a sincere effort to right the wrongs of the business.

I am free to confess that my experience in the business has long since taught me that there are many great wrongs committed, particularly at the large markets and concentrating points and I also know, from experience, that the same dishonest methods, only on a much smaller scale, are practised at originating points.

Now, if we could apply a remedy which would prevent dishonesty, be it on a large scale or on a small one only, the grain business would be purified and rendered more satisfactory in every way.

How are you going to go about it?

The first important step towards effectively carrying out the provisions of this Bill lies in the "appointment of experts and other necessary employees" by the Secretary of Agriculture.

The next feature is the determining and fixing of grades according to standards.

This feature to my mind is easy and if not delved into further, in this discussion, would appeal to almost anyone as being a good measure, calculated to dispose of all misunderstandings and differences.

But will it? I say it wont.

There will be differences of opinion between men as long as they continue in that catalogue of living things and right there the trouble with Mr. "Expert" will begin.

But any of you have ever had business with "Uncle Sam" how long would you say it would require to settle an appeal which would have to be taken before the Department at Washington where, in every branch of the Government, is carried on a red tape system which is slow in obtaining results and what reason have we to expect immediate relief in our particular case?

While the appeal is going through the "mill" the market may go heavily against

the fellow who made the complaint in the first instance and he might be worse hurt by the delay than in the misgrading or proper grading of this grain!

It occurs to me that the same arguments will apply with equal force to the weighing of the grain—differences will arise just the same.

There is no question in my mind but that there are irregularities in the grain business and that the rigid inspection of grain into terminals and lax inspection out of them for distribution and export is one of the serious complaints lodged by grain producers and middle men against the Commercial Inspection Bureaus.

These men cannot understand what becomes of the No. 3, No. 4, "Rejected" and "No Grades" going into the Terminals and not going out again in the same ratio.

On the other hand, do they ever stop to think what they would do with their lower grades if the terminal elevators did not take care of it for them and do they not realize that instead of a damage, it is a positive benefit to them, securing for them a price on these grades which they could obtain in no other way and for no other purpose. Take our own State for instance.

How many farmers properly take care of their wheat and oats after the crop is made, leaving it out in the fields to be damaged by winds and rains.

What would they do with it if they could not sell it? Wouldn't they be in a pretty bad fix—much worse than they are?

"Why is a grain inspector a rubber-neck? Ask the grain shipper whose grain he undergrades and he will give you twenty-one reasons in a minute.

No doubt remains in any one's mind who investigates the condition of cars arriving in terminal markets as to who is to blame for any shortages. The evidence all points to rank carelessness on the part of the man who coopered the car.

Illustrated herewith are two cars which arrived in Galveston, Tex., leaking badly. Large 3/4" boards of single thickness were used. The lower board was held in place by the doorsill. Those above it were sprung out and permitted the grain to leak out. If other boards had been nailed across the grain door these boards would have been held firmly in place and no grain would have leaked out of the hole discovered by John E. Bailly, Gen. Mgr. of the elevators at Galveston.

The annual booklet of the Grain Dealers National Ass'n, which contains the names of the officers, the committees, constitution, by-laws, rules of arbitration, trade rules, regular members, associate members and affiliated associations, has just been issued by Sec'y Courier. The Secretary recently visited St. Louis, Cairo, Memphis, Nashville, Louisville and Cincinnati and returned home with 20 applications for membership in his inside pocket. There is room for more, and it is not too late.



One Cause of Shortage—Fotografed at Galveston.

№ 2

COMMON BOARDS

If Grain Doors Had Been Constructed as Above They Would Not Have Bulged.

Mid-Summer Meeting of INDIANA GRAIN DEALERS

The mid-summer meeting of the Indiana Grain Dealers Ass'n was convened in the Indianapolis Board of Trade, June 18, at 10:30 a. m. 97 being present at the opening session. Many others arrived later so the attendance was excellent, the interest in the discussions active and many participated.

In the absence of Pres. Goodrich, Mr. A. E. Reynolds of the Grain Dealers National Ass'n opened the meeting by introducing Jno. W. Kern of Indianapolis, who welcomed the dealers to their own city because, as he said, Mayor Bookwalter has been detained in Chicago by a very serious accident in which he was run over by a steam roller [Laughter].

Mr. Kern gave the dealers a very cordial welcome to the city.

Pres. Goodrich having arrived, Mr. Reynolds vacated the chair.

C. S. Bash of Ft. Wayne in responding to Mr. Kern's words of welcome said:

FROM RESPONSE OF MR. BASH.

The grain dealers of Indiana appreciate your very hearty welcome. We confess that it is rather more than we expected, but certainly not more than we deserve. We never did think the people of this state appreciated the Grain Dealers' Ass'n and we are free to say that it is not as well understood by the trade as it should be; otherwise we would not be able to hold our meeting in any building in this city, but would be obliged to have an outdoor meeting as they do in Switzerland.

The grain dealers are a self-sacrificing, patriotic body, banded together for the universal good of the people of the state, and especially for the farmers, or producers, of this state. Every member of this association is proud of his membership and should make it known to every dealer outside of the organization and to the farmers of his section, and they should be asked to co-operate with us in all our work. When the public once awakens to the objects of this ass'n, its work and its accomplishments, they will truly appreciate our work.

Every effort for rate regulation, for uniform inspection, for cheap transportation, for the stoppage of rebating and discrimination, results immediately to the benefit of consumer and producer. They are the chief beneficiaries of our efforts and should most loyally support and endorse them.

The Indiana Grain Dealers' Ass'n comprises a membership of over 800 grain dealers, with over \$3,000,000 invested in elevators and storage houses, and doing a business of from twenty to forty million dollars per year, as to the size of the crops.

Grain men are the salt of the earth. All the wealth of our country comes out of the ground. Roosevelt said so and it must be true. The grain dealers have the burden upon them of distributing the largest part of this wealth; that they have done so in a just manner is evidenced by the condition of the grain men, not one of them is wealthy by reason of his profits from the grain business. By nature and occupation they belong to the rank and file of what is known as the common people, the workers, if you please, in the hive of commercial life. A class of people ever alive to the necessities and welfare of their fellow men and in close sympathy with their every desire, they are Josephs, not only for our own people, but also for the entire world.

It will require but a thot to convince you that the grain men are the men who do things. From the nature of their business and their environment they are quick to catch the pulse of the people and to know their needs and wishes, and being broad-minded men and believing in the motto of our ass'n, "Not for Self, but for All," they fully realize also the truth of the oft-repeated statement that, "what benefits the producer, also benefits the consumer," and vice versa.

This association took upon itself the burden of securing legislation looking to the appointment of a Railroad Commission for the State of Indiana. This has been

accomplished with the aid of loyal friends in other lines who have worked faithfully and zealously. The good work accomplished by this commission is known throughout the entire state and the benefits thereof are shared by all our people.

The grain dealers have now taken up the transportation question in earnest, knowing that the prosperity and commercial supremacy of Indiana as well as the entire United States, is dependent upon low rates of transportation. No class of people in this country appreciate more keenly the value of cheap transportation. It is their constant study year in and year out and they know that the supremacy of the people of the state and of the United States as a nation is dependent upon minimum rates of transportation, both internal and foreign.

Ninety-five per cent of our commerce is internal. This being the case, we can readily see the importance of the canalization of our rivers and the construction of deep-water canals, for which the grain dealers have been contending and for which they will continue to fight until it is accomplished. We have repeatedly urged legislation along these lines and are pleased to say to you that public sentiment is now crystallizing in favor of canals with such rapidity as to make success assured.

Sec'y Brafford read the following communication from the Sec'y of the Illinois Grain Dealers Ass'n:

Co-operation Asked.

J. M. Brafford,

Sec'y Ind. Grn. Dls. Ass'n,

Indianapolis, Ind.

My Dear Sir: Our Board of Directors held a meeting after our convention at Springfield adjourned and authorized the President to appoint a com'te for carrying out our resolutions, particularly the one in relation to interest on track sales and the delayed inspection at Baltimore. Those two we are desirous to get enforced and if your ass'n will appoint a com'te we will arrange to work together. I will send you the names of com'tes as soon as they are appointed. Very truly,

S. W. Strong, Sec'y.

Sec'y Brafford: Chicago is the only market now charging interest on advances on track sales. Other markets charge interest on advances on consignments which is justified.

A. E. Reynolds: As I look back over the practices of the trade which have been changed, I am amazed that the bankers have been so slow to awake to the fact that the grain-dealers have had more favors than other merchants. This interest problem rests on when the ownership of the grain changes. I would like to see this ass'n take some definite action on this point. Let us bring about a clear understanding of this matter. When does our responsibility cease.

H. E. Richter: Cincinnati dealers are discussing this interesting proposition with a view to taking some action. I think the National Ass'n acting in conjunction with the affiliated ass'ns should draft a uniform contract to govern all sales and purchases.

P. M. Gale: It seems to me our present rules are sufficient to cover the point of change of ownership.

C. S. Bash: We sold a car of clover seed to a Cincinnati firm several years ago. Cincinnati terms. When it arrived in that city the Ohio river rose up and swallowed it. The attorneys decided we had made delivery. The purchasers lost and we were paid.

E. W. Bassett: I believe I have bot a million cars of grain, destination terms. I have always had inspection at the first market having official inspection and have settled on that grade unless the car was

plugged. I think plugged cars should always be thrown back upon the plugger. I believe the time is coming when we must charge interest on advances made against shipments.

A. E. Reynolds: If we are to pay interest on advances, we must fix a time for change of the ownership in order to determine if we are paying interest on our own, or the buyers money.

C. B. Riley: Shippers are liable for shipments sold destination terms until the shipments arrive. I think before we draft a rule we should employ a lawyer to give us the legal status of the parties to the transaction. Terminal receivers who permit grain to stand until it heats are to blame and should be held responsible.

A. E. Reynolds: I believe ownership should change the minute the grain is inspected, and each car should be inspected promptly upon arrival. Interest should cease right then. Baltimore and Newport News do not inspect grain until the elevators are ready to take it in. The grain is held back at the expense of the shipper and at his risk.

J. M. Brafford: The Illinois dealers sent a man to Baltimore and the railroads claimed to have performed their full duty when the grain reached that city. When told that their elevators being full of grain, the grain could not be unloaded, the railroads denied responsibility because the elevators are operated by another corporation. I think the shipper should not be made to stand for all the losses. Buyers should not be permitted to hold shipments back until heating gives them an excuse to dock it 10 to 15 cts.

C. S. Bash: If the postal card bids are for grain "shippers track." Does the ownership not change when he places the grain in the car?

Pres. Goodrich: I think it does. In order to get this matter before you properly, I will appoint a com'te to draft something on this subject and present it at the afternoon session. I will appoint as such com'te: A. E. Reynolds, Crawfordsville; C. B. Riley, Rushville; H. E. Kinney, Indianapolis; J. W. Witt, Lebanon and M. L. Conley, Frankfort.

Pres. Goodrich: We have a long program so we will take up part of the afternoon's subjects. I will call upon John J. Todd of Springfield, Ill., who will talk to you on Tracing Freight. Mr. Todd delivered the address published in the Grain Dealers Journal for June 10, page 702.

The subject of Tracing Freight was referred to a Com'te composed of Fred Fox, J. S. Hazelrigg and P. M. Gale.

Adjourned to 1:30.

Afternoon Session.

Pres. Goodrich called the afternoon session to order at 1:50 and asked for reports from local ass'ns.

Matt Schnaible reported that the dealers in the vicinity of Lafayette are doing business on business principles and everything is moving along nicely.

We need rain badly. Oats are thin and are not filling out properly.

Fred W. Kennedy of the Shelbyville Division reported as follows:

The Shelbyville Ass'n.

The Shelbyville Ass'n is composed of almost all of the dealers and shippers in the counties of Rush, Hancock, Decatur, Bartholomew, Johnson, Morgan, Hendricks and Shelby.

While our membership is limited it contains some of the brightest minds in the grain trade in Indiana.

Meetings are held bi-monthly in Indianapolis because of its central location and ease of access via the various electric lines which center there.

There is a spirit of good fellowship among all our members and all meetings are fairly well attended. In the discussion of the various subjects which are frequently brot before them our members always agree, but alas too often they forget their good resolutions before they get home.

What our ass'n, or any ass'n for that matter, needs is closer co-operation in matters of mutual interest, less jealousy, more faith in the promises of our competitors, a stricter attention to sound principles which are absolutely necessary in the conduct of a business where so much risk is involved and a determination to pay no more for stuff than the markets will justify and leave a reasonable profit for ourselves.

To our mind, an ideal ass'n would be one where the members would be content in handling the grain which is naturally tributary to their plants and which they will get if they treat their customers fairly.

If needs be, let there be a reasonable basis of profit which no one has a right to deny them, understood between dealers, and then every dealer to think enough of his labor to insist upon getting that profit which rightfully belongs to him. Let there be good fellowship among members in sharing each others' troubles, in comparing notes occasionally as to when and where to sell, in greeting each other with a smile and in fact making our business one of pleasure instead of a jealous conflict such as is now the case in so many localities.

H. Martin of New Castle reported that altho some dealers who should support the ass'n were outside, the organization was doing good work.

Geo. C. Wood of Windfall reported that the greatest problem of the ass'n of his district was the buying of grain according to its quality. We have been buying wheat on its test weight, I believe that eventually all will be buying on grade.

Our wheat looks good. Oats are heading short, but I think we will have half a crop. Corn seems to be all right. We

have the best stand we have ever had. The corn fields are clean and corn is of good color.

Our ass'n covers six counties, namely, Wabash, Miami, Cass, Grant, Howard and Tipton of the 73 grain firms doing business in our territory 40 are members of the state ass'n.

E. M. Wasmuth, The Northeastern ass'n is about in its usual condition. We have some trouble but not much.

Our crop conditions are good notwithstanding oats are short. I believe we will have 75 to 85% of a crop. Wheat and corn prospects are excellent.

H. E. Richter of Cincinnati read a paper on How Terminals and Reconsignments Benefit Country Shippers from which we take the following:

How Terminals and Reconsignments Benefit Country Shippers.

The subject, "How Terminals and Reconsignments Benefit the Country Shipper," is one that should be of interest to every grain dealer. It is a common thing that the terminals and the terminal markets are for the advantage of the terminal dealer only, and that he is the only beneficiary. But not so. The terminal market that would attempt to take advantage of all of its facilities without allowing some of the benefits to revert to the shipper would not last long.

As absolutely certain as you are here, the country shipper does receive many benefits in the terminal markets. When you accept a bid to the interior where there is but one dealer located—or at the most, two—and your car arrives at destination and its quality does not suit that dealer, your market is then limited to that dealer. In the terminal it is different. You have the benefit of the competition in the terminal, and you also have the advantage of any orders that the terminal shipper may have and which he would be able to take advantage of on account of the reconsigning privileges. The terminal would also give the advantage of conditioning your grain and holding it until such a

time as the market might suit you; whereas, if you had it in the interior you could not exercise this privilege.

Every terminal market of any consequence to-day has a good drier, sufficient elevator capacity, and the most modern of machinery for cleaning, scouring, shelling, and clipping, and men with the knowledge of how to use them. With these the country shipper can and does derive the benefits that he should have. It may be needless to give you any illustration as to the usefulness of the grain drier, but we remember in our market that about six years ago good, damp corn was sold at one time at 32c discount, and it was hard to sell on that basis. Ten years ago black, discolored corn was sold at 8 to 10c per bu., and the owner usually had nothing left but a good, long list of cuss words. A certain railroad, just a few years ago, dumped a good many cars in the Atlantic because the men operating it did not know what a drier could do. To-day the situation is different. Very rarely does black, discolored corn sell at more than a 12 to 15c discount, and then only at this discount when there is an enormous supply of it. The commercial drier, even if owned by private elevator interests, makes it absolutely impossible for you to suffer the discounts that prevailed years ago. The interests who own the driers know if their market does not take grain at a reasonable discount that the grain will flow to the market that does.

Last year we went into a terminal market and bot hot wheat against the local dealers who that they would have no competition and were endeavoring to put the price on an unfair basis. A little later there were three or four other markets in the same field, and no matter how bad the grain was the shipper got all it was worth, and sometimes a great deal more. The same conditions prevail in all the terminal markets. On the damp corn this year, when the price got too low, competition sprang up from other markets for it and in consequence the discounts were kept on a normal basis.

Elevator capacity makes it possible for you to store your grain and prevent a sacrifice price in case the market declines while it is in transit. It also enables you to ship your grain there and have it financed by the terminal dealer if your local bank is unable to accommodate you in

Officers Illinois Grain Dealers Association at Springfield.



J. L. Bratnerd; S. W. Strong; A. G. Tyng; E. M. Wayne; Edwin Beggs; E. C. Boyer; H. A. Hillmer; J. E. Collins.

your wants. But right here, I cannot urge you too strongly to hold your grain in your own storage, if possible, as it is generally more satisfactory and it keeps the grain where you still have all the markets available that you ordinarily would have.

The benefits of modern machinery and conditioning methods are of incalculable value to the country shipper. In 1904 our firm bot nearly 100 cars of light wheat testing from 48 to 54 lbs. at an average discount of about 25c per bu. below No. 2. We did not know just what we could do with it but that at this discount it was a safe proposition. After some experimenting a method was devised by an elevator man whereby the test of this wheat was raised from three to five pounds without much cost. Immediately the discounts narrowed until they just covered the cost of handling and loss in weight. The result was that every country shipper got an immense benefit out of this process, and to-day, if similar conditions come about, he can count on a reasonable discount on this class of wheat.

Very often corn will come in and grade no grade on account of dirt. Every owner of an elevator is perfectly willing to accept same at a discount, but will barely pay him for the loss in weight and labor—why? Because he knows that the shipper can pay for similar service and benefit by the results of cleaning.

The day of extraordinary discounts is past because the terminal market service is being improved upon and all the facilities are at the disposal of the country shipper and he can obtain just as good results and have just as much benefit as the dealer in the market. The terminal market man has a marketing advantage that the country shipper cannot have, but he gets the benefit of this advantage. We will say that a dealer at Walton, Ind., on the Pennsylvania R. R., has a car of mixed corn and ships it to Cincinnati. A dealer at Norman on the Southern Indiana R. R., has a car of white corn and ships it to the same market. Now a terminal market man has an order for a car of white corn, we will say in Richmond, Va., and an order for a car of mixed corn at Carthage, O. The Walton car could be moved to Richmond, Va., at a thru rate of 15c or the net rate east of Cincinnati would be 8c after the refunds were allowed. The Norman car would move to Carthage, O., on the Cincinnati rate. The Richmond dealer does not want the mixed corn that is in the car from Walton, Ind., but he wants white corn which is in the car that is shipped from Norman, Ind. The Carthage man's wants can be supplied with the mixed corn. Now what does the terminal man do? He elevates both cars through his elevator, loads the white corn against the mixed tonnage and the mixed against his Norman tonnage and gets both cars in position in which all the benefits possible can be taken advantage of. The lowest proportional rate east of Cincinnati to Richmond without this Walton billing would be 11c per cwt. The dealer has effected a saving of 3c per cwt. Now the receiver of this grain knows the advantages of the different billing and sells his grain to the shipping interests accordingly. In other words, the mixed corn with billing from Walton, Ind., would be sold with the billing and the terminal man would be compelled to pay more for the corn on account of the transit billing. Right here I want to say to every shipper, that he should DEMAND THAT HIS COMMISSION MAN SELL THE BILLING as well as the grain. Commission men in our city have—and some persistently do refuse to give to the buyer any billing and in this way your grain does not receive the benefits it should. Do you suppose for a minute that our broker at Indianapolis will give us much for our par of grain from Gays, Ill., that he had to bill out at the local rate of 6c because the seller refused to rebill and thereby protect the through rate of 9c per cwt., as he would if the through rate was protected. I will endeavor to show you more in regard to this reconsigning privilege and its advantages later on.

A good many of our commission men have refused to give up billing because they claimed that some of the receivers followed up the shipment and that their shippers would endeavor to proceed to trade direct. This is discouraging to the man handling your grain in the terminals, and to be frank with you, I do not think it pays as you then have no competition in the sale of your stuff excepting the one party with whom you are trading.

The benefits of the reconsigning privilege in the terminal markets, I doubt if any one familiar with all the branches of the grain trade will deny that this is the most helpful arrangement in the entire grain trade. Unfortunately, some of our

colleagues in the eastern part of this state and northern Ohio have a misconception of this privilege and its workings. The privilege, their action with the Interstate Commerce Commission, however, will serve one good purpose, and that is, it will forever put to sleep the desire of the originator of this movement to pose as a traffic man. Why does he seem so persistent in deciding his friends with the idea that he is right? There is only one safe guess and that is he wants free advertising. Nothing will be accomplished by his trip to Washington as there is nothing to be accomplished. Instead of restricting this privilege the traffic men of the grain trade are now working body and soul to make its provisions more elastic and more beneficial to the trade. To one not familiar with the reconsigning privileges it seems as tho the men in the terminal markets were the sole beneficiaries.

You no doubt know the rules. They are this: A carload of grain can be taken into an elevator and if unloaded within ten days after its arrival and freight is paid and the paid freight bill is filed with the Joint Rate & Inspection Bureau within twelve days after its arrival, the bill is given a number, and this grain, or equivalent tonnage, is accorded what is called the transit privilege. Or in other words, it can be sent out anytime within six months via any route out of the terminal in which it is stored at the same through rate that prevailed at the time the grain was shipped. If there is any change in rates, the bill must be re-entered and the grain can be shipped out within thirty days at the old rate. However, if there is no order for it, it does not lose any of its previous privileges excepting that it must take the new rate. On this basis your grain goes to the terminal and instead of being crowded on to the market it can be stored and held for future demand.

Supposing you ship—we will say to Toledo—25 cars of wheat, and there were no transit privileges. Your Toledo man has a call for this amount for shipment two months hence to New York. What does he do? He would add a reasonable profit, storage, interest, insurance, and the local rate from Toledo to New York and deduct them from his buyer's price and bid you what is left. The burden of the localizing of the grain would fall on you—not on the Toledo merchant. With the transit privilege, however, the grain receives the benefit of the same through rate two months after it is shipped as it would have received on the very day it was shipped. Now with this privilege the merchant, instead of deducting the local rate, deducts the proportion of the through rate that he would be compelled to pay east of Toledo. Is this not to the shipper's benefit?

Some of the savings on transit bills are quite heavy. For instance—a few years ago we shipped grain from a certain section in Indiana on which the local rate was 12c. The local rate from Cincinnati to the point of consumption was 17½c—or a total of 29½c. Now I can safely offer to wager that no one here has an idea of what the through rate was, because it seemed absurd that you could ship grain from this section, which was 120 miles northwest of Cincinnati, at ½c per cwt. less than you could from Cincinnati. The through rate was 17c. This rate was made because it was necessary to equalize the rates via all the Ohio River crossings. Who got the benefit of the rate? The terminal shipper? Not much—and why? Because two other gateways had the same transit privilege and rate. The buyer paid the same price and each one was hungry for the usual bite—the commission, and the balance was paid in the net price to the shipper to induce him to send the grain.

At the Piqua meeting on May 1st, the Ohio dealers were under the impression that Chicago had a flat rate of 12½c to Baltimore. Md. It took the men familiar with this section as a third day to convince the originator of this movement that the 12½c rate out of Chicago was not the local rate, but was the proportion east of Chicago of the through rate from point of origin. Most of the points in central Illinois had a through rate of 18½c. Baltimore—a specific rate of 6c into Chicago and 12½c east. The same arrangement applies on your grain when shipped into any terminal on which there are through rates and divisions via that terminal.

Some of the terminal markets have a general policy advising that other markets cannot take advantage of. However, a movement has been started in which we hope to obtain from the R. R. Companies their consent to make all grain available for reconsignment to any territory via any

terminal. In other words, where it is not now permissible to reconsign grain that originates west of Indianapolis on the Big four via Cincinnati to Cleveland, O., we now hope to have the R. R. Companies waive their position that the grain is out of route. In the same way we hope to have grain that is shipped to, say, Columbus, O., to be available for reconsignment to any of the eastern markets, or to any of the Ohio River crossings.

The grain trade in our market are now endeavoring to have Mr. Paul Rainer, who is Chief Inspector of the Joint Rate & Inspection Bureau, arrange in some way whereby track grain, reconsigned at Indianapolis and at other cities, may be accorded the transit privilege the second time in other terminals. For instance, if grain is reconsigned at Indianapolis it cannot be reconsigned again at Cincinnati. This works a hardship on the country shipper and the handicap should be removed. We are working hard to have it removed.

The transit privilege, as I said before, is, I believe, the greatest privilege that the grain trade has, and all the benefits accrue to the country shipper, and instead of any movement being made to stop it, all efforts should be centralized toward improving, extending and enlarging the arrangement.

I have before you here a map showing the different territories and will be glad to give you any information that you may want in reference to the workings of the transit privilege.

Mr. Richter exhibited a map of the middle states and explained the working of proportional rates.

Elmer Martin, Wolcott: If a country shipper ships grain to you in Cincinnati and you sell it for his account, how does the rebilling privilege help him? Does he not pay the local rate?

Mr. Richter: The shipper receives a higher price for his grain by reason of the billing. I wish to suggest that shippers sell the billing as well as the grain. The tonnage is valuable.

Sec'y Brafford read the report of the com'te on Registered Tracer who presented a resolution endorsing the Tracer, which was adopted.

Prof. G. I. Christie of the Indiana Experiment station gave an interesting talk on the work of the station in the development and improvement of the state's grain.

The Governor has named Nov. 1st as Corn Show Day for the state. We propose to hold a Corn Show in every county of the state on that day and ship the best samples exhibited to the National Corn Show at Omaha as well as samples of wheat and oats. We propose to run a Special Train to Omaha, stopping one day at the Iowa Agri. College. We are going there to capture the prizes and we want you grain dealers to awake and help along this good grain movement. Join the Corn Clubs. It will help your business and your district without costing you much.

The reason corn has not been maturing is that farmers are not using seed corn grown in their own neighborhood. They have been lured away from our advice by the attractive advertisements of growers farther south and over in Illinois. The natural result is the corn has not matured.

Geo. C. Wood introduced the following resolution which was adopted:

Favor National Corn Exposition. Whereas, the Indiana Grain Dealers Ass'n is directly interested in the movement having for its object grain improvement and

Whereas, an organization of corn growers has been formed for the purpose of holding a National Corn Exposition at Omaha, Nebraska, December 10-19, 1908, and

Whereas, a commission consisting of men from the various agricultural interests and appointed by the governor of Indiana is attempting to secure exhibits of corn, wheat and oats from farmers for the National Corn Exhibition. Be it

Resolved that the Indiana Grain Dealers Ass'n favor this movement and to assist Indiana Grain growers in maintaining their position among the states of the Union, pledge their support both as an association and individuals in every way that will encourage farmers to select exhibits and display them at Omaha next December.

Harvey Gray refused to talk so Cloyd Loughrey, Director of the new Piqua organization known as the Ohio and Indiana Shippers Traffic Ass'n was asked to explain its purposes.

He said he was not at the meeting, had not and would not accept the office.

C. S. Bash: Last year we asked Toledo to lower its standard grade of clover seed and I am informed that they have done so. Hence, I believe Toledo is to be commended for making the commercial grade the contract grade.

E. H. Culver: Our directory has ordered a change. You asked a change last fall, but we can not change our rules in the middle of a crop. Beginning Aug. 1 the grade of Prime will be modified to fit the crop.

J. Wilkes Jones of the National Corn Exposition; I am here to talk to you of something of mutual interest. We want to improve grain conditions of the country. The wonderful developments attained in livestock can be duplicated in grain.

We can no longer depend upon the farm implement makers to improve machines so as to economize labor or grain. We must improve the varieties and seeds. Two-thirds of the corn received in Chicago yesterday was really low grade corn. This should not be.

Dozens and dozens of grain dealers tell me they have no reliable basis upon which they can figure market value. If you would follow some of your shipments into the terminal markets as does the live stock shipper and witnessed its grading and ask the reasons for its grading, you would soon be able to buy according to the grades of your market.

I want your support for the National Corn Exposition. We want your interest. We want you to compete for prizes and induce your farmer patrons to exhibit samples and capture other prizes. By interesting the farmers better grain will come onto your scale and you will be the gainers.

A. E. Reynolds of the Com'ite on Passing of Ownership said that the re-

port of the com'te would not touch on the question of interest, the power of suggestion may influence others to levy the charge.

C. B. Riley commenced the reading of the report of the com'te as follows:

Specific Rules Asked.

Your committee begs leave to submit the following report for the consideration of the Ass'n:

1st. We recommend that there shall be fixed uniform definite and specific rules covering the inspection and delivery of grain in all the markets of the country.

2d. That in compliance with the first paragraph hereof, that each market be required to fix certain bounds or limits within which grain shall be inspected for delivery in our transit through such markets.

3d. That inspection and delivery of grain shall be made within 48 hours after arrival when intended for the receiving market, and at the end of such period the responsibility of the shipper or forwarder shall cease as to inspection and delivery.

4th. That inspection of grain in transit shall be made within 24 hours after its arrival in the inspecting market and the responsibility of the shipper shall cease as to inspecting as soon as inspection is made. That such transit grain shall be delivered in the final market within 48 hours after its arrival in said final market, and the shippers' responsibility as to delivery shall cease at the end of that period.

5th. That when cars are too full for intelligent inspection that no surface inspection be made, but that said cars shall be resealed by inspector and railroad be required to rush same to elevator and that inspection be made there at once.

6th. That in cases where cars have been manifestly "plugged" for the purpose of deceiving the inspector the rules as to time of responsibility shall be so modified as to meet the new conditions, and that the inspection certificate shall define definitely the character of such plugging and shall be accompanied by samples of said plugged grain, and that the shipper shall be made responsible for all losses caused by such plugging.

7th. That our Sec'y be requested to bring these recommendations to the notice of other state Ass'ns and to the Nat'l Ass'n.

Upon motion of Mr. Brafford the report was adopted and the com'te made permanent.

Upon motion of Mr. Wood a vote of thanks was tendered J. Wilkes Jones for his excellent address and he responded by inviting all to attend the exposition on Grain Dealers Day.

E. H. Culver stated that during the calendar year ending Jan. 1 last, the receipts at Toledo had been 4,889,500 bus. wheat; 7,438,400 of corn; 5,049,400 of oats and 132,700 of rye. Of the wheat

80% graded contract; yellow corn 34%; oats 55% and rye 57%.

The meeting then adjourned *sine die* and the dealers hastened to catch the next inter-urban for home.

Convention Notes.

T. J. Stofer of Alder & Stofer from Buffalo.

Detroit: Wm. Carson; F. W. Harrison, Chief Gr. Insp.

A. F. Leonhardt of A. F. Leonhardt & Co. from New Orleans.

The Purdue speaker raised a big voice along with his other crops.

Cincinnati: P. M. Gale, H. E. Richter, P. K. Gale, F. E. Fleming.

McLane, Swift & Co. of Battle Creek were represented by A. L. Watkins.

Pittsburgh: J. A. McCaffrey, Daniel McCaffrey's Sons Co.; J. A. A. Geidel.

Pres. Goodrich left his speech in his other pants and was late on account of it.

Thirty miles from Twelve Miles leaves A. Swanson at the Indiana Grain Dealers meeting.

Many dealers wore a bull and bear badge furnished in honor of the Deutsch Saengerfest.

Crop Report.—General outlook for corn, wheat and oats FINE.—Indiana Grain Dealers.

No! proud dealer. Indianapolis was not festooned with flags just because you were in town.

Wm. Carson, a faithful devotee of Detroit distributed colored postal cards among grain dealers.

About 150 grain dealers present and only 3 wore celluloid collars. Prosperity thy name is grain dealer!

Grain dealers reported hay crop best in years. No reason why every one should not be rolling in clover.

Bert Boyd should have been very cool in the afternoon if you judge by the number of fans he took with him to the ball game.

Hairpins for baldheads and all others were distributed by Fred Jaeger with the compliments of the House of the Two Freds.

St. Louis: Daniel P. Byrne of Daniel P. Byrne & Co.; Marshall Hall, W. L.

Illinois Grain Dealers Association at Springfield.



Waiting for Dinner at the St. Nicholas.

Green Commission Co. John Dower, Supv. Weights.

Chicago: C. W. Hohenadel, rep. Rosenbaum Bros.; E. F. Thompson, rep. Lamson Bros. & Co.; Harry G. Smith, rep. Arthur R. Sawers. W. H. Axtater, rep. Armour Grain Co.

R. S. Sheldon and G. A. Kraglosh distributed a number of self sharpening pencils to dealers who looked as if they would like to figure profits without being interrupted by broken lead.

In a friendly exchange of opinions one dealer said, "Quit telling the farmer you are not making money. Tell him you're in business to make an honest profit and you're going to have it". Good.

Toledo: A. H. Paddock, The Paddock-Hodge Co. W. W. Cummings, the J. J. Coon Grain Co., Abner Guiteau, W. H. Morehouse & Co.; Geo. A. Kraglosh and R. S. Sheldon, Fred Jaeger, J. F. Zahm & Co.

A newspaper philosopher has said the optimist sees the doughnut while the pessimist sees only the hole. Abner Guiteau saw both for a dollar. It happened this way. He, with a hungry crowd wandered into a Dayton, O., restaurant. "What are your doughnuts worth" he demanded in an austere tone which shook the gables of the restaurant. "\$1.00 per dozen" remarked the vender. His friends guyed, but Abner was game. He took one dozen and the bunch ate them, holes and all.

Among the Indiana dealers present were: Robt. Alexander, Buck Creek; G. C. Alexander, Rushville.

T. Bodine, Covington; J. R. Barr, Earl Park; E. W. Ball, Rushville; J. C. Batchelor, Sharpsville; B. L. Barrett, Greenfield; H. M. Brown, Kingman; C. E. Bash, Huntington; C. S. Bash, Ft. Wayne; C. M. Barlow, Kokomo.

A. B. Cohee, Frankfort; G. J. Christie, Purdue Univ.; R. F. Cohee, Frankfort; Geo. Cain, Connersville; B. F. Crabbs, T. C. Crabbs, Crawfordsville; C. W. Cook, Zionsville; M. L. Conley, Frankfort.

M. T. Dillen and N. O. Davis, Frankfort. C. G. Egley, Berne; E. E. Elliot, Muncie. J. D. Fritch, Frankfort; E. P. Finch, Hillsboro; W. A. Feight, Parker; F. B. Fox, Tipton; W. B. Foresman, LaFayette; E. A. Feight, Frankfort; W. H. Frank, Frankfort. R. F. Gavin, Poneto; A. Gardner, Cottage Grove; H. G. Gardner, Kitchell; S. W. Gaunt, Earl Park; J. M. Gordon, Summitville; Tom Glascock, Yeddo; E. E. Goodrich, Winchester; H. Gray, Galveston; H. E. Garrison, Converse; J. O. Grove, La Grange.

J. Howell, Cammack; E. Hutchinson, Arlington; A. P. Hansen, Brookston; F. G. Helmiller, LaFayette; A. M. and Jno. R. House, Hobbs; R. P. Hilands, Bainbridge; W. C. Halsted, Brookston; J. C. Halsted, Kirkpatrick; J. S. Hazelrigg, Cambridge City.

I. B. Jones, Markleville; C. Jackson, Falmouth; H. H. Johnson, U. S. Bureau of Statistics, Columbus.

F. W. Kennedy, Kennedy Car Liner, Shelbyville.

D. Lesh, Markle; C. Loughry, Monticello; W. C. Lutz, Bunkerhill.

H. A. Martin, Newcastle; Elwood Morris, Mohawk; J. M. Murphy, Glenwood; F. Mayer, South Whitley; T. A. Morrisson, Kokomo; E. H. Murphy, Fountaintown; E. R. Moore, Barnard; Elmer Martin, Wakelet; T. H. New, Greenfield; M. M. Neidinger, New Augusta; A. L. Nelson, Montpelier.

J. L. Porteus, Kau; A. K. Peterson, Gessie. J. E. Ryburn, Glenwood; T. J. Ryan, Delphi; W. H. Robinson, Clinton; W. S. Richey, Tipton; A. E. Reynolds, Crawfordsville; C. E. Riley, Rushville; John A. Rice, Frankfort.

Matt Schnaible, LaFayette; D. E. Studenaker, Bluffton; A. Swanson, Twelve Mile; J. H. Stewart, Mansoh; C. L. Stafford, Jamestown; J. J. Snodgrass, Hillsburg; Joe Schaak, Anderson; E. K. Sowash, Middletown; C. F. Seward, Galveston.

Ed. Taylor, Montmorenci; G. W. Topping, Lyons; O. J. Thompson, Kokomo. Dave Unger, Russellville.

E. M. Wasmuth, Roanoke; C. E. Wilkinson, Knibbstown; Geo. C. Woods, Windfall. A. P. Watkins, Lincoln; J. W. Waltz, New

Palestine; Wm. Wykle, Mahomet; G. E. Waldon, Boswell; Geo. Wilhelm, Hazelrigg; A. M. Wellington, Anderson.

Drawback on Rolled Oats.

The treasury department on June 16 authorized the collector of customs at Cleveland, O., to grant the Quaker Oats Co. a drawback equal to the amount of duty paid, less 1 per cent, on imported oats manufactured into rolled oats and exported. The treasury has prescribed the following regulations:

The preliminary entry must show the marks and numbers of the shipping packages and the quantity of rolled oats contained in each package and in the entire shipment.

The drawback entry must show the net weight of the exported oats, and, in addition to the usual averments, that the merchandise was manufactured from materials and in the manner set forth in the manufacturers' sworn statement.

The manufacturers shall keep a record showing the quantity of imported oats used, the quantity of rolled oats produced therefrom, the quantity of worthless waste, including evaporation, the quantity of hulls, and the values of the imported oats and the hulls at the time of manufacture. A sworn abstract from this manufacturing record shall be filed with each drawback entry.

In liquidation, the quantity of imported oats which may be taken as the basis for allowance of drawback may equal the net weight of the exported rolled oats with the proper percentage added thereto to compensate for loss in manufacture, as shown by the sworn abstract. The allowance for wastage shall be reduced according to the quantity of imported material replaced by the valuable portion of the waste.



Illinois Grain Dealers Ass'n at Lincoln's Tomb, Springfield, June 10th, 1908.

Grain Doors.

[A paper by Geo. A. Wells, Secretary of the Iowa Grain Dealers Ass'n, read before the Iowa Railway Club at Des Moines, Iowa, June 12, 1908.]

I have recently read a published article, an extract of which is as follows, viz.:

"Out of the confusion of contending influences, where the railroad seeking by combination to get away from the pressure of competition, has been checked by Government control, while expansion is blocked by the lack of more unoccupied territory into which to expand, and while the shipper cries out against car famines and freight congestion, and the traveling public clamors for lower rates, there is emerging the new policy of intensive railroad-ing."

I am informed that one of the western railroads alone spends about \$250,000 annually for temporary grain doors, which amount is about four per cent of the gross earnings of the grain tonnage hauled by that road. If such be the case, I believe it is reasonable to estimate without having the facts at hand, that the railroads of this country are spending possibly \$3,000,000 per annum for temporary grain doors, a sum sufficient to build complete, nearly 4,000 freight cars. This enormous expenditure is an expense that must be deducted from the net earnings of the railroads and be covered by the rate of freight charged for hauling the grain.

I believe that this is only one item of several such where the aggregate amount of money expended is entirely unreasonable and that if the officials and employees of the Railroad Companies will earnestly consider such matters, they will solve the problems and obtain the necessary improvement.

A few years ago the Grain Dealers National Ass'n appointed a special committee of which H. A. Foss, Chief Weighmaster of the Chicago Board of Trade, was Chairman and a vigorous effort was made to induce the Railroad Companies to give attention to and make an effort to improve grain car equipment including particularly the grain doors. So far as I know the officials of the Railroad Companies gave the matter very indifferent consideration, and nothing substantial was ever done. It is indeed encouraging to know that the necessity for more intensive railroading has prompted the Railroad officials now to give this matter consideration.

The relations between shipper and railroads are different today than before the enactment of the Interstate Commerce law. Under the new order of things, the government of the People, who are the shippers, have assumed a responsibility that will require a spirit of co-operation if the best results are to be obtained. To continue in a general way the old spirit of antagonism would be like "cutting off our nose to spite our face." Reduced rates or improved service will necessarily follow economy in unnecessary expenditures. The grain dealer who steals grain door lumber to build side walks and chicken coops does not in my opinion show the proper spirit and is not acting in harmony with the new order of things.

It would certainly seem that if the officials and employees of the railroad companies and the grain shipper and receiver would co-operate with each other, to that end, that something could be done to reduce the large expense for grain doors as now provided until a better grain door is developed, and in order to stimulate effort in the development of a permanent grain door that will be economical and practical, I would suggest that the Railroad Companies jointly offer a prize for the best suggestive idea of a permanent grain door, having a committee of com-

petent men to make the award and that the prize be sufficiently large to interest the most competent minds in the subject. I believe that it is possible to have a practical, permanent grain door.

Pending the development of a permanent grain door, there is certainly a great opportunity to economize the use of the temporary grain doors.

The idea of uniformity in the kind of temporary grain door to be used by the different Railroad Companies (which I understand has already been considered by the committee of railroad officials appointed to investigate this matter), is the fundamental basis of such economy.

If all railroad companies would adopt a uniform kind of temporary grain door made up in a uniform style and of similar kind of lumber and jointly arrange to secure as much salvage at terminal grain elevators where cars are unloaded, as possible, accumulating and sorting up the salvage in the best practical manner so that it could be shipped out again to country stations, much saving would result. Certainly this ought not to be difficult to accomplish if the Railroad Companies will proceed to organize the joint arrangement as required at the different terminal markets.

It is very important first to determine the best kind of a temporary grain door, and this question will stand much investigation in order to get at the practical requirement from both the railroad and shipper's standpoint.

I have noticed that railroads supply grain door lumber of every kind and quality imaginable and often pile it up out doors where it is subject to waste and stealage besides damaged by rain and sun-warping and twisting the boards so that they are not suitable to build a tight door.

It would seem to me better economy to provide a good quality of lumber and to store it where it will not be exposed to the weather or stealage.

It is practically necessary to double the boards otherwise they will bulge and permit leakage. It is practically impossible to open the grain door in unloading grain without destroying the bottom boards of the door in order to let out sufficient grain to relieve the pressure and permit taking off the upper boards. I presume that more boards are destroyed however, than is necessary.

Many grain shippers give little thought as to the best plan of building a grain door and in fact work without a plan and seem to imagine that the more nails and spikes they use the less chance there is for a leak, nailing the top boards just as hard as the others. If a uniform temporary grain door could be adapted by all the roads, it might be well to conduct a campaign of education with the local station agents and grain shippers by providing each station agent with circulars, plans and specifications, for building grain doors, having such plans prepared by a competent person.

The grain shipper naturally feels that cooping old decrepit cars and building grain doors is work that does not properly belong to him, but that it is the duty of the railroad company to furnish a safe carrier for grain and that the railroad company is responsible for the delivery at destination of all the grain loaded into the car at shipping point.

Portugal has just authorized the importation of 1,100,000 bus. of wheat into the Azores at a rate of 15 reis per kilogram.

Pure Owl Brand Cottonseed Meal
41 per cent Protein Guaranteed
Analysis Registered
Richest Cattle Food yet known.
Write for our booklet and prices.
F.W. Brode & Co., Memphis, Tenn.
Established 1875



Gover's Dust Protector
Rubber Protector \$2.00
Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.
H. S. COVER
124 Perley St., South Bend, Ind.

Liability, Accident & Credit INSURANCE

London Guarantee and Accident Co. Limited
Head Office, Chicago, Ill.

SPECIAL GRAIN SHOVEL ROPE

A Marlin covered wire rope, flexible as manila rope and much more economical. Try it and you will not fail to like it. Sample furnished on request.

Also Special Car Pulling Rope
and Jupiter Transmission Rope

DURABLE WIRE ROPE CO.

BOSTON CHICAGO
26-30 Atlantic Ave. 32 S. Canal Street

Control Your Dump Logs

Prevent Accidents and Avoid Lawsuits



WE are so confident our Reliance Dump Controller will satisfy the needs of the most exacting grain dealer we are willing to send it on 30 days' trial. Can you ask more?

The Rolfe Grain Co., Rolfe, Ia., writes: The Dump is O. K. and perfectly satisfactory.

RELiance CONSTRUCTION CO., Indianapolis, Ind.

Grain Trade News

ARKANSAS.

Texarkana, Ark.—The Fouke Grain Co., incorporated, capital stock \$15,000; incorporators and officers, G. W. Fouke, pres.; Allen Winhani, vice pres.; C. E. Bramble, sec'y and treas.; C. C. Staiti, C. W. Fouke, Abe Cooperman and J. E. Erie. The company will do a retail and wholesale grain business.

CALIFORNIA.

Woodland, Cal.—Charles D. Simpson, a grain buyer and insurance agent at this place, has filed a voluntary petition in bankruptcy in the United States district court. Liabilities, \$37,593.02; assets, \$1,588.50.

CANADA.

Elston, Sask.—The Canadian Eltr. Co. will build an eltr.

Cayley, Alta.—The Naton Grain & Lumber Co. is planning to erect a 30,000-bu. eltr.

Tofield, Alta.—J. P. McCormick is interested in the erection of a grain eltr. at this place.

Keewatin, Ont.—One of the concrete tanks of the Lake of The Woods Milling Co. burst a few weeks ago spilling 46,000 bus. of wheat. The tank was 32 ft. in diameter and 82 ft. high, with walls 8 inches thick. A few grains of wheat were seen to be escaping high up, then a tiny stream and suddenly a whole section fell out. As the concrete was laid in winter it is thought the break was due to a lack of cohesive strength.

Ottawa, Ont.—The senate has adopted an amendment to the Manitoba Grain Act declaring that when ordered by the warehouse commissioner, country eltrs. and warehouses should furnish a full statement of the grain on hand and handled during the month, false returns to be liable to penalties of from \$50 to \$1,000. Any person having stored grain in an eltr. may have a statement mailed to him upon application.

Montreal, Que.—Secure in the possession of the all water route Montreal will continue to handle the export grain regardless of the clamor by New York grain shippers for a reduction of the rail rate. A factor in the present large movement thru this city is the new eltr. of the Harbor Commission. This is now at work receiving and discharging grain simultaneously. The conveyors thus far completed enable vessels to load at four berths from the central eltr. while taking on board other cargo. By July 15 it will be possible to load seven steamers at one time.

CHICAGO.

Look for business to open in July.—J. H. Van Dyke.

A. E. Schuyler, assistant weighmaster of the Board of Trade, is taking a 2-weeks' trip to the Pacific Coast.

The 49,000 bus. of No. 2 corn that went out of condition in the Keith Eltr. were bot by the Corn Products Co. and shipped out June 19 to Granite City, Ill., near St. Louis.

W. H. Bartlett and a party of friends will leave June 27 in his private car for a three weeks' camping trip in New Mexico.

F. P. Frazier, who recently retired after 30 years in the grain trade, has been elected a director of the Chicago & Alton Railroad.

The Burns-Yantis Grain Co., of Buffalo, N. Y., has been granted an Illinois charter with \$25,000 capital stock. Capital stock in New York \$200,000.

Ewert Brothers Co., incorporated, capital stock \$10,000; incorporators, George W. Ewert, A. G. Dicus and A. D. Gash. The company will deal in hay, grain, feed, coal and wood.

Representatives of the eltr. proprietors and the warehouse committee of the Board of Trade have been conferring with a view to declaring the eltrs. regular for another year.

Lippert Co., incorporated, capital stock \$1,000; incorporators, Joseph J. Lippert, Charles N. Lamberson and John A. Costello. The company will deal in grain and other farm products.

The eltrs. now regular were again declared regular June 24 by the directors of the Board of Trade for another year from July 1. Their privileges, it is said, remain the same as for the past year.

Sigmund Bros. Co., incorporated, capital stock \$50,000; incorporators, John Sigmund, William Sigmund and Joseph A. Reuss. The company will deal in dairy products, grain, provisions and farm products.

The baseball game between teams representing the Chicago Board of Trade and the Minneapolis Chamber of Commerce will be played Saturday, July 11. A big crowd is expected at the game and the proceeds will be devoted to charity.

Valuable information on rates, claims, overcharges and demurrage under the Interstate Commerce law has been furnished to members of the Board of Trade in Bulletin No. 12 by W. M. Hopkins, mgr. of the transportation department of the Board of Trade.

The Illinois Railroad & Warehouse Commissioners on June 23 began a series of sessions to hear arguments by railroads and shippers on the new schedule of switching charges. John M. Glenn is actively promoting the interests of the shippers as sec'y of the Illinois Manufacturers Ass'n.

Application for membership in the Board of Trade has been made by Knox S. Smith, Geo. W. Cole and John B. Morrow. Application for transfer of membership has been made by R. L. McCormick, C. H. Beers and Howard A. Hill. Members of the Board of Trade recently admitted are John F. Rea, Jos. O. Schreiner and John A. Low.

Traders are circulating a petition to the directors of the Board of Trade asking that the Board be closed Friday, July 3. It remains to be seen whether it will be granted. The directors of the Board have been opposed to closing of the exchange on similar occasions, but business happens to be very light just now both at the sample tables and in the option pits.

The old City Eltr. on the south branch of the Chicago River was burned on the night of June 15, causing a loss to the S. Krug Wrecking Co., which was taking down the structure for the drainage canal trustees. The house has stood empty since it was purchased by the sanitary district for the widening of the river. The eltr. company canceled its policies June 13 when title was transferred to the drainage trustees, and on June 15 Mr. Krug took out \$11,000 insurance, which pretty well covered his interest in the salvage.

The last 50,000 bus. of corn in the eltr. of Keith & Co. has gone out of condition, and J. A. Patten, to whom the grain was tendered sold it out June 13 for the account of whom it may concern, at a loss of 11 cents per bu. The proprietors of the house had failed to post the grain as being out of condition as prescribed by the law. Mr. Patten's firm, Bartlett, Frazier & Carrington, made complaint to the directors of the Board of Trade who referred the question to the warehouse committee. Keith & Co. state that they are not responsible for grain going out of condition. The request of Patten's firm that the eltr. be declared irregular has been refused by the directors, without prejudice to the claims of either party. A demand on Keith & Co. for about \$5,000 in settlement was made by Bartlett, Frazier & Carrington June 17 and refused.

The 750,000-bu. eltr. of the Superior Malting Co. was burned on the night of June 10 with 500,000 bus. of corn. The house was situated at West Hammond and used as a terminal by the Pere Marquette R. R. and as a transfer house by the B. & O. R. R. E. W. Wagner had a large quantity of corn in store, insured for \$20,000 and the Skewis Grain Co. had grain in store insured for \$10,000. The loss on the railroad grain was insured. The Superior Malting Co. had \$100,000 insurance on the eltr., which would have cost double that to build. The fire was discovered in the cupola at 5:30 o'clock and spread rapidly. Twenty-five freight cars were burned. Plans for the immediate rebuilding of the eltr. are being prepared by P. H. Rice, pres. of the Superior Malting Co. The new eltr. will be of reinforced concrete construction and of not less than 750,000 bus. capacity. It is believed that the contract for the eltr. will be let to the Macdonald Engineering Co. which is erecting the malt house for the Superior Malting Co., which intended to operate the eltr. in connection with the malting plant. Both of the railroad companies as well as the malting company will use the new plant when completed. The rebuilding of the eltr. is likely to establish a record for rapid construction in reinforced concrete. The Superior Malting Co. has just given a trust deed of the new eltr. to secure a loan of \$100,000 at 6% due Dec. 1, 1918. The burned eltr. was at one time operated by D. H. Stuhr, one of the pioneers in the bleaching of oats, who when prosecuted by the state fought the authorities thru the courts and had the Illinois law against bleaching declared unconstitutional. Mr. Stuhr conducted the business as the Hawkeye Eltr. Co., and the plant was best known as the Hawkeye Eltr. It fell into the hands of Richard Fitzgerald, pres. of the Chicago Junction Railway, and for a time was operated by S. J. McTiernan. It was purchased last year by Mr. Rice, the inventor of a new system of malting which is being installed in the malt house now under construction.

COLORADO.

Denver, Colo.—The Union Grain & Hay Co. is out of business.

Denver, Colo.—Business awful quiet, several new alfalfa mills being built.—G. E. Ady.

Durango, Colo.—The Durango Farmers' Co-Operative Milling, Eltr. & Mercantile Co., incorporated, capital stock \$50,000; incorporators, Robert McNicholas, William T. Darlington, J. A. Sowers, J. J. McCormick, B. Kein and J. U. Sites.

IDAHO.

Lewiston, Ida.—The Kerr-Gifford Co. has bot the grain and warehouse business of the Kettenbach Grain Co., which will retire.

Reubens Sta., Culdesac P. O., Ida.—The Reubens-Rochdale Co. will erect an independent warehouse this season at this station.

Weiser, Ida.—J. H. Ricker and Edward Gheen have formed a company under the firm name of Ricker & Gheen. They have leased the old eltr. building and will install new machinery thruout. They will conduct a general grain business and hope to be in operation by July 1.

Lewiston, Ida.—Balfour & Guthrie Co. have a site along the new line of the O. R. & N. and N. P. line from Lewiston to Grangeville. The company will erect warehouses at Reubens, Sta., Culdesac P. O., Vollmer, Steunenberg, Cottonwood and Fenn's. Each warehouse will be 200 ft. long by 60 ft. wide, and will have a storage capacity of 50,000 sacks. The construction will be started by July 15 and will be completed for this year's crops.

ILLINOIS

Mackinaw, Ill.—The Kerr Farmers Eltr. Co. will install an automatic scale.

Modesto, Ill.—G. P. Richards is moving the scales and grain eltr. of Duncan Bros.

Long Creek, Ill.—Bone & Veech will purchase some cleaning machinery for their eltr.

Versailles, Ill.—A. J. Leslie is enlarging his eltr. at this place.—Ed. Pendleton, Mt. Sterling, Ill.

Bushnell, Ill.—Geo. W. Cole is installing an improved Hall Signaling Grain Distributor in his eltr.

Atwood, Ill.—J. E. Collins of Garrett is gen. mgr. and A. J. Quick local mgr. of the Atwood Grain Co.

Chapin, Ill.—The Farmers Eltr. Co. will equip its eltr. with an improved Hall Signaling Grain Distributor.

Mansfield, Ill.—W. R. Mersereau has donated the carpenter's apron and is completely overhauling his old eltr.

Mahomet, Ill.—Wm. Wykle will build a large ear corn crib and install a dump in it. He will purchase a gas engine.

Buffalo Hart, Ill.—Bartlett, Frazier & Carrington have closed their eltr. for a few days, while some needed repairs are being made.

Lerna, Ill.—The J. H. Snowden grain and hay business will be assumed by W. D. Snowden and J. M. Hackley under the name Snowden & Hackley.—W. D. Snowden.

Leroy, Ill.—E. R. Ratliff, formerly mgr. here for Bartlett, Frazier & Carrington, has purchased the eltr. and is now running same under his name. He took possession May 1.

Lomax, Ill.—The Lomax Eltr. Co. has all its stock subscribed and will erect an eltr. as soon as possible. The company hopes to have it completed for the new crop.—R. A. Lomax.

Mattoon, Ill.—The Mattoon Grain Co., a new company, recently elected S. W. Scott as manager of its eltr. Mr. Scott was formerly in the grain and eltr. business with James Kitchen.

Farmer City, Ill.—Dealers on the I. C. R. R. are complaining about the scarcity of cars. The Cleveland Grain Co., J. W. Kendall, mgr., is doing some repairing and getting eltr. in good shape.

Hartsburg, Ill.—John Barley, who had charge of the eltr. here of J. E. Miller, was operated on for peritonitis recently, and died a short time afterwards. He was 38 years old, and leaves a wife and five children.

Peoria, Ill.—S. C. Bartlett Co., incorporated, capital stock \$30,000; incorporators, William T. Irwin, Charles V. Miles and Robert P. Jack. The company will do a general grain, commission and brokerage business.

Muncie, Ill.—The large grain eltr. here of B. B. Minor, of Indianapolis, is to have new weatherboarding from top to bottom, and be repainted. The office will be enlarged and many other improvements will be made.

Rock Falls, Ill.—The N. G. Spencer Co., of Coal Valley, will erect an eltr. here soon. George Mikesell will have charge of building the eltr. The firm does a big business at Coal Valley in grain, coal and lumber.

Brokaw Sta., Bloomington P. O., Ill.—The Farmers Grain & Mercantile Co., incorporated, capital stock \$5,000; incorporators, George J. Mecherle, Charles Christman and Dwight Dooley. The company will deal in grain and general supplies.

Dawson, Ill.—James Harvey, manager of one of the eltrs. at this place, was married ten months ago to Miss Jessie Johnson, a school teacher at East Springfield. The recent announcement of the marriage was entirely unexpected. They will make their home in Dawson soon.

Hughes Sta., Hume P. O., Ill.—The large grain eltr. of Fred Cash, at Hughes Crossing was burned June 8, together with 25,000 bus. of oats and 4,000 bus. of shelled corn, owned by Bartlett, Kuhn & Co. The loss on the eltr. is \$10,000; insurance \$8,000. The grain destroyed was valued at \$14,000, partly insured.

Springfield, Ill.—The judges recently selected for the Illinois Corn Exposition are Eugene V. Davenport, dean college of agriculture, University of Illinois; Chas. R. Rowe, Jacksonville, pres. Corn Growers Ass'n; Hon. A. P. Grout, Winchester, and Eugene D. Funk, Bloomington, pres. National Corn Growers Ass'n.

Meadows, Ill.—Harrison Bros., of Dwight, have bot the eltrs. here and at Chenoa, of E. D. Churchill & Son. Possession will be given July 1. The latter firm has been in the grain business at Chenoa since 1866. E. D. Churchill will retire from active business. His son Frank expects to go west and engage in business.

Springfield, Ill.—The Illinois Grain Dealers Ass'n at its annual meeting June 9-10 unanimously adopted the following resolutions of thanks: Resolved, that the thanks of this Ass'n are hereby tendered the officers thereof, for their able, efficient and unremitting service to the grain trade of the state. Resolved, that a vote of thanks be tendered the citizens



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of Springfield and the Chamber of Commerce for their cordial welcome, and generous entertainment provided for the members during our meeting in their city.

Sycamore, Ill.—The body of an aged man, believed to be Porter S. Coolidge, seventy-nine years old, a wealthy retired grain trader, residing at this place, was washed ashore off Fort Sheridan June 18. The man may have been murdered, robbed and thrown off a lake steamer, while coming to Chicago from Milwaukee, or he may have committed suicide. He was at one time a member of the Chicago Board of Trade.

Standing committees recently appointed by the Illinois Grain Dealers Ass'n for the ensuing year are as follows: Executive—H. A. Hillmer, Freeport; G. D. Montelius, Piper City; J. L. Brainerd, Springfield. Constitutional—C. W. Savage, Virginia; Walter Adkins, Prentice; Geo. W. Banks, Irene. Railroad—R. C. Baldwin, Bloomington; Thomas Ogden, Dewey; F. J. Rapp, San Jose. Legislative—Lee G. Metcalf, Illiopolis; A. M. Blythe, Gays; C. V. Barr, Plainfield. Rules of Trade—H. J. Truby, Joliet; E. W. Crow, Blue Mound; M. C. Camp, Bement. Appeal—N. A. Mansfield, Niantic; Geo. Barrett, Pana; T. D. Hanson, Villa Grove; D. G. Corbin, West Point; Ed Burt, Shannan. Arbitration—C. C. Miles, Peoria; Abel Brooks, Bloomington; J. P. Woolford, Galton. Insurance—J. N. Hairgrove, Virden; B. F. Quigg, Minier; C. H. Wade, Paris. Finance—R. T. Railsback, Hopedale; F. L. Warner, Chenoa; W. J. Culbertson, Delavan Transportation—H. H. Newell, Chicago; J. L. Bush, Tuscola; W. C. McGuire, Champaign.

INDIANA

Milroy, Ind.—W. M. Bosley has succeeded Brown & Riley.

Milton, Ind.—T. Connell is scooping grain, but has no facilities.

Brookston, Ind.—Halsted Bros. have installed a 60-h. p. steam engine.

Hamlet, Ind.—We will put in a new dump and driveway—M. T. Dillen.

Zionsville, Ind.—We have spent about \$1,000 repairing our eltr. this spring.

Connersville, Ind.—Mr. Kane is attempting to do a scoopshovel business here.

Pleasant Mills, Ind.—The Farmers Eltr. Co. is overhauling and remodeling its eltr.

Clay City, Ind.—We are out of the grain business here.—Bonham, Goshorn & Row.

Montpelier, Ind.—Arnold & Nelson will put in a new cleaner if there is a good clover crop.

Gessie, Ind.—A. K. Peterson has built a shed to his grain scales and rebuilt his grain office.

Cammack Sta., Muncie R. D., Ind.—John Howell expects to purchase an automatic scale.

Rushville, Ind.—Chas. B. Riley, of Brown & Riley lost a daughter by marriage yesterday.

Greenfield, Ind.—The Barrett Grain & Eltr. Co. purchased the eltr. of New & Thomas Apr. 11.

Twelve Mile, Ind.—We are going to tear up our hopper scales and put in new ones.—A. Swanson.

Roanoke, Ind.—E. M. Wasmuth is a candidate on the Republican ticket for the state legislature.

Falmouth, Ind.—C. Jackson is overhauling his eltr. in anticipation of a good business this summer.

Summitville, Ind.—J. M. Gordon has built a new cob spout and added a new drag to his eltr. equipment.

Riley, Ind.—Bartlett, Kuhn & Co. are repainting their eltr. and office at this station.—H. W. Earley, Mgr. B., K. & Co.

Vevay, Ind.—Culbertson Bros., proprietors of the City Roller Mills, have bot the coal business of John Weaver, for \$8,000.

Berne, Ind.—The Egly Grain Co., incorporated, capital stock \$6,000; incorporators, C. G. Egly, J. O. Grove and Albert Egly.

Atkinson, Ind.—Bell & Greenwood have sold their eltr. on the Big Four to Bauman, McConnell & Co. Possession to be given July 1.

New Augusta, Ind.—M. M. Neidlinger has just installed a No. 9 Bowsher feed grinder, and has spent about \$700 repairing his eltr.

Markleville, Ind.—Isaac B. Jones will repair his eltr. driveway, put in a new floor and repair his old blower or purchase a new one.

Kirkpatrick, Ind.—Dunkle & Halsted have sold their eltr. to Malsbary & Cox of Darlington, the purchasers to take possession Jul. 1.

Radley, Ind.—Woodbury & Files of Muncie are improving their eltr., adding 1 stand of eltrs. and a dump and storage for 2,500 bus.

Indianapolis, Ind.—We are handling quite a bunch of stuff lately. Good movement on corn for last 10 days.—Finch & McComb.

Bloomington, Ind.—Jessup & Nevins have let the contract to James T. Boswell for the erection of an eltr. 36 ft. square and nearly 50 ft. high.

Spiceland, Ind.—I will buy grain thru a representative here handling the grain in a warehouse. If this proves a good point I will build an eltr.—W. J. Mercer.

Indianapolis, Ind.—Not much grain moving. Corn is poor and the price is so high consumers do not want to buy any more than they need.—F. M. Montgomery.

Frankton, Ind.—The Frankton Grn. Co. is installing a Constant Dump, a Corn-wall Cleaner and giving its plant a general overhauling. N. A. Grabill is doing the work.

Deerfield, Ind.—J. A. Veith has just completed an eltr. with a capacity of 60,000 bus., on the Pennsylvania Railroad. He is a member of the Indiana Grain Dealers Ass'n.

Boswell, Ind.—The Farmers Co-operative Grain Ass'n has lowered driveway so as to reduce rise to 3 ft. above scale platform and has installed a dump with drag feed to sheller.

Ft. Branch, Ind.—The loss on the burned eltr. and warehouse and grain of the Melrose Milling Co. is \$15,000; fully insured. Sparks from a passing locomotive engine are supposed to have started the fire.

Talbott, Ind.—Cloak & Vant's 25,000-bu. eltr. on the L. E. & W. Ry., together with 5,000 bus. corn and oats was burned early on the morning of June 17. Fully covered by insurance.

Evansville, Ind.—Bartlett, Kuhn & Co. are defendants in a suit brot by the estate of Alex. C. Sachs to recover \$10,000 damages for his death in an accident, September, 1907.

Parker City, Ind.—W. A. Feight's mill is being remodeled and a two stand eltr. of 10,000 bus. storage is being added by N. A. Grabill. A Constant Sheller and a Clipper Cleaner are being installed.

Walton, Ind.—Phillips, Phillips & Beshdol have succeeded the Bishop Eltr. Co., Edgar, and Ira Phillips and J. M. Beshdol having bot the eltr. of G. W. Bishop, Jr., for \$16,000 and taken possession June 22.

Mardenes, R. D., Roanoke, Ind.—The eltr. being constructed here by Schulenberg Bros. & Weber, is being pushed and will be completed by July 1. The eltr. machinery will be run by electricity from the traction line.

Linwood, Ind.—Thos. Groendyke is building a 10,000-bu. eltr. on the Mich. Div. of the Big Four. Steam power, Invincible Cleaner, Constant Sheller and Feeders will be installed. N. A. Grabill is doing the work.

Monroe, Ind.—The new building that is being constructed at this place will be occupied by the Monroe Grain, Hay & Milling Co. It will be completed in about three weeks and will be equipped with the latest machinery.

Anderson, Ind.—The new 75,000-bu. eltr. of the Union Grain & Coal Co. was badly damaged by fire June 12. Loss \$12,000; fully insured. The Union Grain & Coal Co. has bot an Invincible Cleaner to replace the one consumed in the fire.

Greentown, Ind.—Holliday & Son are building a 30,000-bu. eltr. on the Clover Leaf. N. A. Grabill is doing the work. It will be equipped with Invincible Cleaner No. 7, Constant Largest Sheller, Clipper Seed Cleaner No. 16, also feed and meal rolls.

Shirley, Ind.—Thomas & Kinder, of Willow, has bot the eltr. here of New & Ham. Mr. New also sold his interest in the eltr. at Willow to Arlis Thomas, who recently moved there from this city. The new company at this place is planning to erect a new eltr.

Seymour, Ind.—G. H. Anderson is now sole owner of the eltr. of G. H. Anderson & Co., having bot the interest of J. E. Graham. Mr. Graham has not been associated with Mr. Anderson in the grain and feed business for the past two or three years, tho he retained his interest.

Indianapolis, Ind.—Sec'y Jacob W. Smith reported at the annual meeting of the Indianapolis Board of Trade that the receipts for the year had been \$97,796, and disbursements, \$93,000. The Board's liabilities are \$306,486, and assets \$315,813. The income from rentals was 5.2 per cent on the investment.

Freeland Sta., Fowler P. O., Ind.—Rumsey & Co., grain receivers of Chicago, have brot suit against John Grogan and Daniel Harrington to recover \$2,961.90 damages for failure to deliver 30,000 bus. of white oats on contract at 33¼ to 36 cents per bu. It is alleged that only 2,704 bus. were delivered. The firm of Grogan & Harrington was succeeded last month by John Grogan.

IOWA.

Rowan, Ia.—G. M. Frank has succeeded Heath & Son in the grain and implement business.

Wall Lake, Ia.—Will Clauson has rented the eltr. here of A. Herrig and will take possession July 1.

Minden, Ia.—C. W. McCaustland has leased the eltr., flour and feed house and the coal business of Peter Ehlers.

Winfield, Ia.—Alfred Rasmus is manager of the Farmers Eltr. Co., which recently bot the eltr. of James A. Carden.

Des Moines, Ia.—Morgan & Hancock have succeeded W. F. Morgan as brokers for J. C. Shaffer & Co., of Chicago.

Marcus, Ia.—Edmunds-Freeman Co. has let the contract to the Younglove Construction Co. for the erection of an eltr.

Union, Ia.—The Farmers Eltr. Co. has let the contract to H. J. Benson for the erection of 12,000-bu. eltr. to be completed by Aug. 1.

Keokuk, Ia.—Talbot & Co. have let the contract to the Younglove Construction Co. to repair and reinstall equipment and power in their eltr.

Lavinia, Ia.—The Lavinia Grain Co. was nearly swamped and has been reorganized as the Lavinia Eltr. Co. with Oliver Michaels as mgr.

Curlew, Ia.—The Tiedeman Eltr. Co., of Sioux City, Ia., has let the contract to the Younglove Construction Co. for the erection of a 20,000-bu. eltr.

Council Bluffs, Ia.—The Nebraska Hay & Grain Co. on June 18 obtained a site for an eltr. of 100,000 bus. capacity to be erected on the Great Western tracks.

Farnhamville, Ia.—The Western Eltr. Co., whose house has been closed since Apr. 1, will reopen the plant about Aug. 1.—Chas. A. Jackson, Agt. Western Eltr. Co.

Schleswig, Ia.—Nye Schneider Fowling Co., of Fremont, has bot the eltr. here of the Trans-Mississippi Grain Co. and will not rebuild its eltr. which was struck by lightning.

Council Bluffs, Ia.—Sec'y Doolittle of the Commercial Club has induced unnamed grain dealers to erect an eltr. with a handling capacity of 100 cars per day on the Great Western tracks.

Lisbon, Ia.—A destructive tornado passed thru this city June 7 at 1:45 p. m., and tore a part of the roof off the eltr. of W. J. Fiala and the building was badly twisted. It will take a large sum to repair the damage.

Forest City, Ia.—Jeske & Clauson, a new firm has bot the eltr. of Van Dusen-Harrington Co., formerly owned by Chas. Rippe. Mr. Clauson was employed by Mr. Rippe for many years as book-keeper, and has until recently been employed in a similar position in Minneapolis. Mr. Jeska had been active manager for Mr. Rippe for the past eight years.

Scranton, Ia.—Davis & Milligan have started the erection of a new eltr. of the same size as the old one. It will stand on a concrete foundation, a cement floor will be under the entire structure and so arranged as to run the grain to the center where it will pass into the conveyor which will extend the entire length of both buildings. The capacity of the two eltrs. will be between 25,000 and 30,000 bus.

KANSAS.

Wichita, Kan.—H. Kaufman will engage in the general grain brokerage business.

Castleton, Kan.—The Castleton Farmers Grain Co., incorporated, capital stock \$10,000.

Lost Springs, Kan.—Lost Springs Mill & Eltr. Co., incorporated, capital stock \$30,000.

Highland, Kan.—An eltr. is being built here by John H. Lynds Mill & Eltr. Co., of White Cloud.

Yates Center, Kan.—T. W. Hurst is replacing his steam plant with a 25-h. p. Witte Gas Engine.

McLouth, Kan.—The Dobbs Grain Co. will install an improved Hall Signaling Grain Distributor in its eltr.

Haysville, Kan.—The Stevens. Scott Grain Co. is building a new eltr. at this place.—J. A. Baughman, buyer.

Wichita, Kan.—Fred C. Dymock, local mgr. for E. G. Rall, has applied for membership in the Wichita Board of Trade.

Great Bend, Kan.—The leading bucket-shop of Kansas City, Kan., has recently opened a branch sucker trap in this city.

Drury, Kan.—H. F. Probst, of Arkansas City, has sold his eltr. at this place to the New Era Milling Co., of Arkansas City.

Pratt, Kan.—The Pratt Mill & Eltr. Co. is building an addition to its office and also erecting a steel grain tank with a capacity of 60,000 bus.

Harper, Kan.—On account of the improvements of the Santa Fe, Wm. Baker is moving the eltr. of the Martin Grain Co. to another location.

Ottawa, Kan.—The Williams-Wilson Grain Co. has recently bot a motorcycle to be used in traveling to its grain buying stations in towns near-by.

Ashton, Kan.—The Farmers Co-operative Grain & Supply Co. has bot an Avery Automatic Scale for its eltr. of the York Foundry & Engine Works.

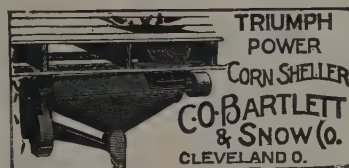
Narka, Kan.—The Wright-Leet Grain Co., of Lincoln, Neb., has bot an Avery Automatic Scale from the York Foundry & Engine Works, for its eltr. at this place.

Farnam, Neb.—The Farmers Eltr. has let the contract to E. H. Cramer for the erection of an eltr. The machinery will be furnished by the York Foundry & Engine Works.

Emporia, Kan.—The Businessmen's Ass'n has recently purchased 100 bus. of 90-day seed corn to help farmers replant. It is said half the corn in the country will have to be replanted.

Scottsville, Kan.—The eltr. of Denton Bros. of Leavenworth, Kan., which is leased by Marsh & Burke, was struck by lightning, June 6, but did not catch fire, and about 50,000 bus. of wheat was undamaged by rain.

Caldwell, Kan.—J. W. Haskett, a farmer, has been given judgment against the Border Queen Milling Co. for damages by reason of the milling company's failure to accept wheat on contract. The company last winter brot a counterclaim against Mr. Haskett for failure to deliver in the time agreed upon. Since the decision in favor of Mr. Haskett four other farmers in the neighborhood of Riverdale have brot similar suits against the milling company, which alleges that none of this wheat was tendered within the time limit specified in the contracts.



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McCune, Kan.—The N. M. Smith Grain Co. is building an addition to its eltr. which will be used for bins. A corn dump will also be built. John Fair is tearing out the bins of the old farmers eltr. and remodeling it and will use it as a hay barn.

Topeka, Kan.—The state railroad commission has completed its report of the work done from November, 1906, to June, 1908. The commission considered 21 complaints of discrimination in furnishing cars and 8 complaints in regard to the construction of switch tracks and switching rates.

Smolan, Kan.—The Farmers Union Co-operative Grain, Live Stock & Farmers Supplies Ass'n, organized; capital stock, \$50,000; John G. Schultz, pres.; Oscar Sjorgen, vice pres.; Carl Magnuson, sec'y and A. Beck, treas. The company has bot the eltr. here of O. J. Thorstensen and expects to buy other eltrs. as soon as chartered.

Great Bend, Kan.—Wheat stealing has been going on in the railroad yards for months, but the receiver of the stolen property was not detected until a man drove up to the office of Moses Bros. Mill & Eltr. Co. recently with a wagon load of wheat that gave evidence of not being right. The company sent for the town marshal who tracked the wagon back to a business house where the boy thieves made their headquarters. The boys made a practice of boring small holes in the cars so that the wheat could run out into bags held under. A few bus. were taken at first but becoming bolder the youths carried off wagonloads.

KENTUCKY.

Lexington, Ky.—The federal court on June 18 made permanent the injunction granted the Louisville & Nashville Railroad restraining the state railroad commission from establishing maximum rates.

Hopkinsville, Ky.—L. C. Shellabarger of Decatur, who bot stock in the Acme Mills & Eltr. Co., and was elected superintendent of the A and B Mills, has sold his interest and resigned the position.

LOUISIANA.

New Orleans, La.—The Lawrence & Hamilton Feed Co. has bot the plant of the New Orleans Milling Co. for \$60,000.

Alexandria, La.—The proposed advance of 2 cents in grain rates was discussed at a conference recently between grain dealers and officials of the Missouri Pacific, Rock Island, Kansas City Southern, Southern Pacific and Louisiana & Arkansas.

New Orleans, La.—The Board of Trade will oppose the bill requiring that all sales and quotations at all commercial exchanges in the state where agricultural products are dealt in be made public daily and that none but bona fide quotations of actual sales be made public.

MARYLAND.

Baltimore, Md.—The directors of the Chamber of Commerce on June 8 appointed the following committees on grades: Wheat—Hiram G. Dudley, John M. Dennis, Joseph C. Legg, P. W. Pitt and Walter Kirwan. Corn—J. Collin Vincent, Edwin Hewes, J. A. Manger, T. M. Maynadier and F. A. Meyer. Oats—Joseph M. Warfield, R. H. Diggs and Eugene Blackford, Jr. Rye—J. Frank Ryley, Luther M. Jackson and E. H. Beer.

Baltimore, Md.—Oats arriving over the B. & O. Road, as well as those coming to Hillen Station, must be discounted from one half to 1 cent per bushel from above prices, owing to insufficient local eltr. facilities at these terminals.—*Daily Produce Report.*

Baltimore, Md.—The first car of new wheat of this season was received at the Chamber of Commerce June 17 by S. M. Lyell & Co. from F. P. McGinnes of Merry Point, Va., and was bot by C. S. Schermerhorn & Son at \$1 per bu. Last year the first new wheat was received July 3.

Baltimore, Md.—Differences between the local grain standardization laboratory and the Chamber of Commerce were adjusted by Sec'y Wilson of the Dept. of Agri. at a recent conference. It is said the government employees have not had as free a hand as they desired in inspecting grain in cars and on vessels, and a removal of the laboratory to some other city was threatened unless a greater spirit of co-operation was shown.

Baltimore, Md.—The Chamber of Commerce sent John M. Dennis, John W. Snyder and Robert Ramsay as a committee to represent it at a conference in New York City June 19 between traffic officials and a special committee of the Produce Exchange with regard to a desired reduction in the grain rates thru American ports to compete with Montreal. The railroad men promised to consider arguments of the grain exporters and will communicate their decision direct to the various exchanges at a later date.

MICHIGAN.

Lawrence, Mich.—The Lawrence Eltr. Co., incorporated, capital stock \$10,000.

Emmett, Mich.—The Richmond Eltr. Co.'s eltr. was lifted from its foundation June 9 during the storm and may have to be torn down.

Boyer City, Mich.—The Boyne City Clay Products Co. is preparing a site for the erection of an eltr. and grinding mill. The company will also erect coal sheds.

Bay City, Mich.—Two unknown men entered the eltr. here of Earl Thorne June 7, but were frightened away by a man who lived near the eltr. and heard the noise. The men had four bags of grain near their buggy but left the sacks when they saw the man.

Jackson, Mich.—The hay warehouse of F. E. Leighton was burned June 20, at 11 o'clock p. m. A rain storm at 2:30 a. m. extinguished the fire. The traction engine, gasoline engine, several wagons, hay presses and much other property were destroyed, together with 500 tons of hay. Loss, \$10,000; partly insured.

Vassar, Mich.—Miss Bertha Miller, daughter of Frank Miller, of the Frank Miller Grain Co., died at the home of her sister in Kalamazoo, June 9 at the age of 22. Miss Miller formerly kept books for her father in his office. Mr. Miller is in the wilds of Colorado and does not know of the death of his daughter.

Owosso, Mich.—Judge Wiest on June 17 granted C. H. Barrett a permanent injunction restraining H. N. Ainsworth from engaging in the eltr. business or the handling of hay, beans, flour or wool for 20 years in this vicinity. Last month Ainsworth sold his eltr. business to Barrett, and the latter alleges that the Ainsworth is interested in the same business with his son.

Chelsea, Mich.—D. C. McLaren, Wirt S. McLaren, H. S. Holmes and Howard Holmes have bot the bean eltr. here of J. P. Wood. The new firm will be D. C. McLaren & Son. They will increase the business and make several changes in the eltr. This will in no way be connected with the hay and potato business now being carried on under the name of McLaren & Son.

Bay City, Mich.—John A. Voßtmann will erect a mill and grain eltr. at this place, near the Grand Trunk tracks to be in operation by Oct. The foundation of concrete is now being laid. The mill will be 52 x 70 ft. and four stories high and will have a daily capacity of 60 to 70 bbls. of flour. The Voßtmann mill now located at Frankenlust will be torn down and the material from the old building and new material will be used in the new mill. The machinery which is practically new will be installed in the Bay City Mill with some new additions.

MINNESOTA.

Lake Wilson, Minn.—The Plymouth Eltr. Co. is improving its eltr. at this place.

Lanesboro, Minn.—A. L. Jones will engage in the grain and live stock business here.

Kent, Minn.—The Imperial Eltr. Co. is repairing its eltr. and placing a foundation under it.

Ellendale, Minn.—The Farmers Milling & Eltr. Co., incorporated capital stock \$10,000.

Royalton, Minn.—The Powers Eltr. Co. is remodeling its eltr. recently bot of J. H. Russell.

Steen, Minn.—E. J. Edmonds, of the Edmonds, Londergan Co., grain dealers, died recently.

Hector, Minn.—The John Hokanson Grain Co., recently incorporated, will probably erect an eltr.

Gibbon, Minn.—The Gibbon Co-operative Eltr. Co. recently incorporated, will buy or build an eltr.

Twin Valley, Minn.—Holmer Bentley will take charge of the eltr. here of the Monarch Eltr. Co. Aug. 1.

Madison, Minn.—John O. Hageback has been appointed manager of the Madison Farmers Mercantile & Eltr. Co.

Henning, Minn.—Bids for letting of the new eltr. of the Farmers Eltr. Co. will be opened July 6. A. T. Nelson, is pres.

Warren, Minn.—P. Frost Spaulding, founder of the Spaulding Eltr. Co., died recently, at Poughkeepsie, N. Y., aged 75 years.

Clearwater, Minn.—The eltr. and adjacent warehouse of the Dakota Eltr. Co. was burned June 20. Loss, \$3,000, with some insurance.

Pelican Rapids, Minn.—C. J. Swanson, of Fergus Falls, will succeed Peter Damschen as manager of the eltr. here of the Farmers Co-operative Eltr. Co.

Vesta, Minn.—The Vesta Grain & Fuel Co. has paid up its old bills, has elected officers for the coming year and will be ready to buy grain Aug. 1.—R. Crooks.

Duluth, Minn.—Eltrs. E and F of the Consolidated Eltr. Co. will be operated as private instead of public warehouses, and none of the Duluth eltrs. now are public. The public warehouses at the head of the lakes are at Superior, Wis.

Luverne, Minn.—We have sold the following eltrs. to the Western Eltr. Co.: at Gruver, Maple Hill, Gridley, Armstrong and Neils, Ia., Briceyn and Walters, Minn., possession given June 12.—John P. Coffey Grain Co.

St. Paul, Minn.—J. A. Felthous died May 12, after undergoing two operations to regain his health. He was 53 years old and is survived by three children. He was connected with Moore Bros. & Co., who owned a line of eltrs. along the Iowa Central Railroad in Iowa.

Truman, Minn.—A. L. Doeg, manager of the Farmers Eltr. Co. for several years, has been appointed traveling representative of McIntyre-Frerich Eltr. Co. and will superintend its line of eltrs. in Minnesota and South Dakota. Mr. and Mrs. Doeg will remove to Minneapolis about July 1.

Kenneth, Minn.—The annual meeting of the Kenneth Farmers Eltr. Co. was held June 15 and was well attended. Their loss for the past season was in the neighborhood of \$1,500. This was their fourth year in the grain business, each year resulting in a loss excepting the season beginning in 1906.

Princeton, Minn.—In the suit between the Princeton Roller Mill Co. and the St. Anthony & Dakota Eltr. Co. the supreme court of Minnesota has recently decided in favor of the eltr. company, holding that the mill company was bound to accept the grain bot on inspection, not having made objection until mouths thereafter.

The annual meeting of the Tri-State Grain Dealers Ass'n will be held at Minneapolis, Wednesday, July 15. No formal program has been outlined, and members wishing any matter in which they are interested to be taken up for action are requested to advise J. J. Quinn, sec'y, 310 Flour Exchange, Minneapolis, and the question will be given a place on the program. July 15 was selected for the convention because reduced rates of transportation will be available on account of the Shriners meeting at St. Paul that week.

Duluth, Minn.—A very good game of ball was witnessed by 2,500 spectators June 20 when the teams of the Board of Trade and Minneapolis Chamber of Commerce came together. In the two first innings each made one run, but in the third and fourth Duluth played superior ball. Pitcher Murphy of Duluth struck out 6 men. In the 8th and 10th innings Minneapolis gained two runs, bringing the final score Minneapolis 4 and Duluth 5. Duluth made some good hits that were stopped by clever work of the Minneapolis field. The line-up was, Duluth: MacCauley, 2b; Sellar, 3b; Hastings, cf; Withrow, c; Pease, 2b; Falk, 1b; Kiehl, rf; Jensen, lf; Murphy, p. Minneapolis: Walling, cf; Cook, p; Kennedy, ss; Rice, 3b; Sanborn, 1b; Ott, lf; Berg, 2b; Owens, c; Jost, c; Barger, rf.

Little Falls, Minn.—I. B. Hanks is charged by Geo. H. Lum with having converted to his own use three notes of \$2,500 each, and after indictment June 11 was released on \$2,500 cash bail. Hanks bought \$10,000 of stock in the Northwestern Milling Co., paying \$2,500 in cash, and giving three notes for \$2,500 each, signed by Hanks and endorsed by Geo. H. Heising, his step-father. The notes were placed in the Merchants State bank of this city. Hanks and Geo. H. Lum, pres. of the milling company, who

made the complaint, organized the Lum-Hanks Eltr. Co. On Nov. 1, 1907, Hanks drew a check for \$7,500, signed by the Lum-Hanks Eltr. Co., I. B. Hanks, pres., the check being used to take up the notes. The notes were returned to Hanks. It is claimed that it was milling company money that had been placed to the credit of the eltr. company, and that, in drawing the check, Hanks used the company's money to pay a debt owing the company. His refusal to finally produce the notes led to the criminal action. There has been much dissension in the company for some time, and the last proceeding is but a culmination. It is understood that the milling company is heavily in debt to Mr. Heising.

OUR MINNEAPOLIS LETTER.

Memberships in the Chamber of Commerce are selling at \$3,950.

The Chamber of Commerce is planning to build a pit for the oats and flaxseed traders.

Mr. Quackenbush of the Cargill Co. has returned to his former home in Green Bay, Wis.

William Dalrymple, Duluth, Minn., has applied for membership in the Chamber of Commerce.

Ed. Barden has severed his connection with Hollister, Woodworth Co., and is now associated with McIntyre & Frerich Co.

P. M. Ingold, formerly of McIntyre, Ingold Co., has started a commission business, locating his office in the Flour Exchange.

The Ortley Eltr. Co. has brot suit against J. W. Drenger, sheriff, for damages suffered by wrongful conversion of a carload of barley.

The trade is considerably divided on the outlook for the crop and business prospects for next season. Many changes in firms are pending, waiting the developments of the crop situation.

E. E. Alair and J. M. Lahart have brot suit against Thos. Gribbin for an accounting and settlement of the Gribbin-Alair Co., which operated a line of eltrs. in which they had \$16,000 invested.

Hallet & Co. will enter the cash grain trade, in which they will be represented on the Chamber of Commerce by Frank L. Cary, who has been admitted into partnership by F. A. Hallet and Geo. A. Bausman.

The Minnesota Grain Co. has petitioned the district court for an attachment against the Hoyt Grain Co., alleging the company is preparing to dispose of property to the injury of its creditors. The Minnesota Grain Co. holds a note for \$8,000 on which \$2,028 is due.

The Chamber of Commerce Baseball Club on their return from Duluth where they allowed the Duluth boys to win the game say they are sorry for those who lost their bets, but that they will give them a chance to win it back. They intend to "swat" Chicago when that game comes off.

Willis J. Jennison died June 11 after a short illness. He was pres. of the Powers Eltr. Co., W. J. Jennison Co. and Duluth Universal Milling Co., a member of the firm Gregory, Jennison & Co. and an officer in the Midway Eltr. Co. He was 56 years of age and is survived by a wife and daughter.

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The membership of A. W. Gilbert, former official Chamber of Commerce sampler, is posted for sale to satisfy claim of Loomis-Benson Co., of \$540. Mr. Gilbert is now a resident of Boston and the action was taken at his request in order to release his equity in the membership. The complaining company is a successor of Way-Johnson-Lee Co. with whom Mr. Gilbert was connected. That company assisted Mr. Gilbert to the membership, transferring its interest in it to its successor. Mr. Gilbert is well thought of in Minneapolis. This action should not be counted against him.

MISSOURI.

Atlanta, Mo.—Bealmer & Son have their eltr. completed by the Younglove Construction Co.

Knobnoster, Mo.—The Acme Milling Co. has built a brick flour house and is remodeling its eltr.

St. Charles, Mo.—W. J. Baird, it is said, will take charge of the eltr. here of the Jones Eltr. Co.

St. Joseph, Mo.—This city has been getting some of the grain shipments diverted from Kansas City on account of the floods.

Estill, Mo.—The grain warehouses of G. S. Tutt and Wallace Estill were totally destroyed by fire June 15. The loss on both warehouses is several thousand dollars.

Springfield, Mo.—The Newton Grain Co. has its new office building completed. The brick house is not yet completed. The new building is two stories high and much larger than the old one. It has a concrete floor.

St. Joseph, Mo.—Vanaker Whitaker, at one time mgr. of the Whitaker Grain Co., has been adjudged insane by the court and committed to the state asylum, penniless. Excessive business cares caused a mental breakdown.

KANSAS CITY LETTER.

Tracy F. Cockle, formerly with Bartlett, Frazier & Carrington, has gone with the Thresher-Fuller Grain Co.

The Norris Grain Co. has been incorporated as a subsidiary company owned by Norris & Co., which firm will continue as a partnership as heretofore. The Norris Grain Co. will operate in the southwest and will have offices in Kansas City, Mo., and Wichita, Kan.

McKinney Smith Grier, former mgr. for Chas. Counselman & Co., and for many years a member of the Board of Trade, died June 8 at the University hospital. He was born at Peoria, Ill., in 1866, and came to Kansas City in 1890, where he was one of the first presidents of the Board of Trade. He was active in the affairs of the Grier Grain Co., which he organized, until a year ago, when he retired because of ill health. His wife survives him.

Attorney General Hadley at Jefferson City on June 13 notified the counsel of the railroad companies that he will ask the court to annul the recently adopted schedule of switching charges and order the roads to return to the basis in effect before the litigation began. It is believed that the state railroad commission will grant a formal hearing at Kansas City on the exorbitant mileage scale which the roads put into effect after the commission ordered the car rental charge discontinued. The commission recently conferred with representatives of the St. Louis and Kansas City Exchanges at St. Louis on switching charges.

ST. LOUIS LETTER.

Chas. H. Teasdale of the J. H. Teasdale Commission Co. died June 5.

Indications are good for an export trade that will consume all our surplus wheat. Think in view of general situation wheat is worth present price.—Marshall Hall.

On all grain and hay received at St. Louis or East St. Louis by members of the Merchants Exchange the weighing department of the Exchange will make a charge of 25c per car for watchman and hold track inspection. A certificate will be issued for each car, instead of only to such firms as called for them.

L. Hesse and Geo. R. Lockwood are the new directors of the United Eltr. & Grain Co. Peyton T. Carr, W. C. Ellis, C. K. D. Walsh, Geo. F. Tower and H. A. Haeussler were re-elected. The old officers were re-elected and are Wm. C. Ellis, pres.; Herman Haeussler, vice pres.; and Chas. C. McCloskey, sec'y-treas.

The Annan-Burg Milling Co. incorporated to deal in grain and do a milling business. Capital stock \$6,000; incorporators, Henry Burg, pres., Roger P. Annan, Jr., vice pres., Jas. F. Holland, sec'y, James N. Wooley, Staunton, Ill., John H. Magill, Little Rock, Ark., and John F. Montgomery, Uvalde, Tex. The company will operate a mill at Staunton, Ill.

The decision of the supreme court declaring the state weighing law invalid leaves the old law in force, under which the state board can continue to inspect and weigh grain at public eltrs., but without power to eject the weighmen of the Merchants Exchange. The Exchange does not inspect, issuing only certificates of weight for grain unloaded into or out of both public and private houses.

It is said the grain committee of the Merchants Exchange will repeat its request thru the directors that the state railroad and warehouse commissioners appoint three members of the Exchange to decide appeals from the grading by the grain inspectors. The commissioners refused to grant the first request, but since the decision against the state weighing law they may be more reasonable in their views.

The first lot of new wheat that came out of the state of Illinois was received by us June 24, and consisted of two cars, one grading No. 3 red, testing 58½ lbs., and one No. 4, part of this testing 52 and part 59 lbs. The two cars were sold round at 91 cents, the highest price paid for new wheat. There has been some new wheat from Missouri in this market, but it has been selling from 85 to 87 cents. Some of it graded No. 3 red, too.—John Mullally Commission Co.

MONTANA.

Culberson, Mont.—Cliff Soule, of Maxbass, is looking for a site for the erection of an eltr.

Lewiston, Mont.—M. B. Lytle, of Drake, N. D., has bot a site and will erect an eltr. The Montana Eltr. Co. will soon start the erection of an eltr. and the Western Grain & Eltr. Co. is having plans prepared for an eltr.

Sidney, Mont.—The Fairview Mills are considering the proposition of merging their plant into a stock company. The principal object is to erect a 100,000-bu. eltr. It is proposed to equip the eltr. to handle grain in the easiest manner.

NEBRASKA.

Omaha, Neb.—I have just installed a car loader made by the Maroa Mfg. Co.—Ross R. Chenoweth.

Grand Island, Neb.—The Union Stock Yards Co. has let the contract for the erection of a 20,000-bu. eltr.

Omaha, Neb.—An alfalfa palace is proposed in connection with the National Corn Exposition in December.

Sedgwick, Neb.—The Lexington Mill & Eltr. Co. has let the contract to G. H. Birchard for the erection of an eltr.

Laurel, Neb.—The Laurel Milling Co. is erecting an addition to its eltr. which will increase its present capacity 5,000 bus.

Pender, Neb.—The Saunders-Westrand Co. is equipping its eltr. with an improved Hall Signalling Grain Distributor.

North Platte, Neb.—The North Platte Roller Mills have started the work on their eltr. G. H. Birchard is doing the work.

Aurora, Neb.—The Farmers Eltr. here is well under way. The house will be equipped with machinery from the York Foundry & Engine Works.

Steinauer, Neb.—The Steinauer Milling Co. has bot the old Steinauer Eltr. at this place, which will increase its storage capacity to 30,000 bus.

David City, Neb.—The farmers have let the contract to G. H. Birchard for the erection of an eltr. at once. Directors for the company have been elected.

Fairmont, Neb.—F. Elvin, of Moberly, Mo., has bot a flour mill at this place. He also contemplates the erection of a grain eltr. with a capacity of 20,000 bus.

Diller, Neb.—The recent high water damaged 500 bus. of high-priced corn in the bins of the Farmers' Grain Co. extending down into the basement of the eltr.

Holdrege, Neb.—Dave Hufford has bot the grain, feed and coal business of John Lindblom, and took possession June 1. Mr. Lindblom will retire from active business.

Omaha, Neb.—The Updike Grain Co. is increasing its capital by issuing cumulative preferred stock bearing 7 per cent dividends, with a view to extending its business.

Polk, Neb.—The eltr. of the T. B. Ford Grain Co. was struck by lightning June 7. It tore a hole in the cupola and set a sack on fire. The fire was easily extinguished.

Shelton, Neb.—The Farmers Co-operative Eltr. has been completed by E. H. Cramer. The machinery was all bot of the York Foundry & Engine Works and the house is equipped with gasoline engine.

Superior, Neb.—This city was granted milling in transit privileges by a stipulation before the railroad commission June 15 by the C., B. & Q. R. R., granting the privilege on grain billed to the Missouri River.

Omaha, Neb.—Stockholders in the Alfalfa Meal Co. have obtained a restraining order from the court against the sale of the property by the officers to a new corporation formed by them. A hearing will be had June 27.

Ellis, Neb.—G. W. Warner, of Beatrice, Neb., has sold his eltrs. at this place and De Witt, to the Wright-Leet Grain Co., of Lincoln, Neb. Mr. Warner will buy a house elsewhere.

St. Paul, Neb.—During the storm June 11, the eltr. of E. H. Read, was struck by lightning and considerable damage was done. The eltr. is a new building, which was erected last fall.

Holdrege, Neb.—Johnson & Johnson, owners of the Empire Roller Mills at this place, are erecting a new eltr. with a capacity of 20,000 to 25,000 bus. It is to be up-to-date, and arranged to handle grain for shipment as well as for the use of the mill.

Omaha, Neb.—The Grain Exchange has replied to the denunciation by Mr. Biddle of its boycott against the Rock Island-Frisco system, denying that the road had offered to arbitrate the adjustment of grain rates out of Omaha and Kansas City.

Adams, Neb.—The Farmers Eltr. Co., recently incorporated, elected the following officers, Byron Zuver, pres.; J. W. Campbell, sec'y, and F. B. Draper, treas. The capital stock is \$15,000. The company will probably buy one of the eltrs. at this place.

Omaha, Neb.—Chief Grain Inspector Geo. B. Powell of the Omaha Grain Exchange, attended the recent government land drawing at Twin Falls, Ida., but his number was so far down the list that he preferred to buy 40 acres of fruit land near De Beque, Colo.

Omaha, Neb.—Tax assessments on eltr. property were the subject of a hearing by the board of equalization recently. The assessment of the Independent Eltr. was increased from \$125,250 to \$175,000. The Nye-Schneider-Fowler Co. objected to an increase in its assessment from \$123,000 to \$178,000.

Kearney, Neb.—The Trans-Mississippi Grain Co. will rebuild its eltr. which was burned May 10. The building will be a cribbed house with corrugated iron siding and will be built upon a concrete foundation. The eltr. will be about the same size of the old eltr. which had a capacity of 50,000 bus.

Goehner, Neb.—D. W. Roth has succeeded Chas. Gembler as manager of the eltr. here of the Updike Grain Co. Chas. Gembler has accepted the position as manager of the Goehner Eltr. Co., to succeed A. Sinamark, who has gone to Davenport to take the position as manager of the Davenport Shipping Ass'n Eltr.

Omaha, Neb.—Charles P. Wolverton, of Trenton, N. J., has bot the buildings of the Underfeed Furnace Co., in East Omaha, and will begin the manufacture of alfalfa meal Sept. 1. He has leased a site 132 x 200 ft. and will remodel the old buildings and erect two new ones, one 62 x 100 ft. and the other 54 x 55 ft. He will install \$15,000 worth of machinery. The mill will employ 10 or 15 men at first, and will have a capacity of 200 tons of meal weekly. It is located on the tracks of the Illinois Central. A company will be incorporated, with a capital stock of \$50,000. J. P. Propst, of Englewood, N. J., pres.; C. S. Chambers of Newark, N. J. vice pres.; and J. L. Lozier, of Oradell, N. J., sec'y and treas

NEW ENGLAND.

Springfield, Mass.—Charles E. Crehore, who has been a member of the firm of Miner & Crehore, grain dealers, sold his interest in the business to A. B. Miner.

NEW YORK.

Byron, N. Y.—Miller's grain eltr. is being rapidly completed.

Syracuse, N. Y.—The New York State Hay Dealers Ass'n held a special meeting here June 4.

Knowlesville, N. Y.—The old and large grain warehouses at this place are to be demolished to make room for the enlargement of the Erie Canal.

New York, N. Y.—The Produce Exchange committee on grain as recently appointed for the ensuing year is composed of Wm. H. Kemp, E. Pfarrius, Ely Bernays and L. W. Forbell.

Rochester, N. Y.—The Whitney Eltr. & Warehouse Co. has taken an appeal from the judgment of the Supreme Court awarding Jos. Chenosa \$750 damages for injuries sustained by a pile of bags toppling over on him.

BUFFALO LETTER.

The Burns-Yantis Grain Co., incorporated, capital stock \$200,000.—R.

Three grain thieves were caught recently by railroad detectives with considerable grain in their possession.—R.

The prospect of increasing the grain offices here in the forwarding line is as good as ever, but no new firm has as yet been completed.

A. C. Palmer's membership in the Corn Exchange has been taken by H. H. Richardson, who will represent the Electric Mill & Elevator Co.

The Kellogg grain cases against the railroads and the eltr. pool, were on the day calendar awhile, but have now gone over till September.

About 1,500,000 bus. of grain is in eltr. here from the Patten corner, most of it oats, so Buffalo gets at least some benefit from the speculation.

They have been selling some new Kansas wheat here at about 4 cents over Chicago September for No. 2 on track, July delivery, and a little is expected here, by the end of June.

Conway W. Ball, long an esteemed member of the Chamber of Commerce and the local sales agent of Pillsbury flour, has given up that position and gone into life insurance.

H. C. Allen, president of the General Flour & Feed Co. of Syracuse, who is here as the manager of the Niagara Mill & Eltr., which the company bot awhile ago, has bot a membership in the Corn Exchange.

A leading feed dealer, who is said to have made a wad of money lately, is of the opinion that coarse grains will remain pretty high if there is a big crop, for there is no surplus and it will be December before new corn is ready.

Car grain is arriving in good condition and perhaps as liberally as could be expected with the small general amount, the light export demand and the diversion to the Canadian route. The inspection report for two days shows 95 cars corn and 10 of oats, with a sprinkling of other grains.

Much grain is going to Montreal on account of the Canadian route being cheaper than the Buffalo route. This is laid to the rail rates east of Buffalo, which ought to be put down. The canal rate, which is on a par with the export rail rate, is kept up to 5 cents on wheat to New York, while a big fleet of boats is held here idle.

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YOU KNOW

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The problem of the spring-wheat supply is as hard to solve as ever, tho millers are still saying that they have enough of it and do not believe that there will be a squeeze unless the demand for flour is greatly increased, which they do not expect.

And now comes the first note of too much business in transportation, sounding much like the old song and dance we used to hear so much of. It is reported from Cleveland that the Erie Railroad in that district is fairly swamped now, with but little grain moving.

The American farmer used sometimes to complain of grain corners and speculation generally as harmful to him, but he has not said anything lately. It is the consumer now. A Buffalo grain dealer who does business in Canada also is cut in two by a 56-cent price for oats here, when he can get them there for 46.

The Buffalo eltrs. have so far taken in only 19,000,000 bus. of grain this season, as against 30,000,000 bus. to date last season. The scarcity of export grain and the high rail rates have reduced the handlings of the rail eltrs. about half, while the pool has risen from a third to a half of the entire handling, all others dropping off materially.

The wheat dealers are still unable to make progress towards the 30-cent limit price over Chicago September for No. 1 northern spring that they have been predicting, as it still hangs at about 22 cents. Hard Kansas is coming in quite liberally as a substitute and millers are looking to the new Kansas crop to save them from a bad shortage. They do not care for durum, so that it goes for export or chicken feed.—J. C.

NORTH DAKOTA.

Crary, N. D.—The St. Anthony & Dakota Eltr. Co. has bot a site for an eltr.

Maxbass, N. D.—A company of farmers have bot the eltr. here of Shepard & Sowle.

Fullerton, N. D.—George Sullivan will take charge of the new eltr. of the Atlantic Eltr. Co.

Moselle Sta., Wyndmere, P. O., N. D.—The Osborne & McMillan Eltr. Co. will erect an eltr.

Devils Lake, N. D.—The Farmers Grain & Shipping Co., re-incorporated, making this city its headquarters.

Osnabrock, N. D.—The Farmers Eltr. Co. has bot the new eltr. of the National Eltr. Co. and will take charge July 1.

Plaza, N. D.—Kruger & Balsukot will erect a flat house soon and will engage in the grain buying business this fall.

Hunter, N. D.—The Cargill Eltr. Co. is repairing its eltr. here and erecting an addition to it, with a capacity of 15 to 20,000 bus.

Berlin, N. D.—A farmers eltr. company has been organized here and will build an eltr. this summer.—Andrew Weis, Morton, Minn.

Valley City, N. D.—The Mason Land Co., of Lethbridge, Can., has bot the Alliance Eltr. at this place.—The Farmers Co-operative Eltr. Co.

Devils Lake, N. D.—The American Society of Equity will hold a meeting at this place June 27 to discuss the terminal eltr. proposition.

Gardena, N. D.—Farmers Eltr. Co., incorporated, capital stock \$10,000; incorporators, Louis C. Whitting, William F. Kurth and August Tohm.

Kermit, N. D.—The Kermit Grain & Mercantile Co., the organization of which was reported in this column Apr. 25, has been granted a charter.

Mandan, N. D.—Thomas Marshall is getting the indorsement of country eltr. operators in his candidacy for United States Senator. Mr. Marshall is himself a grain shipper.

Remember the annual meeting of the Tri-State Grain Dealers Ass'n to be held at Minneapolis July 15. Low fare will be granted on account of the Shriners meeting in St. Paul.

Addison, N. D.—The Farmers Eltr. Co. will erect an eltr. soon. It will be equipped with the latest machinery and complete feed grinding outfit, and will have a capacity of 35,000 bus.

Bowman, N. D.—The Columbia Eltr. Co., of Minneapolis, is building a 35,000-bu. eltr. here. The Bagley Eltr. Co. is building an eltr. The Western Lumber & Grain Co. is preparing to erect an eltr. here soon.

Mandan, N. D.—The Lyons Eltr. Co. of Minneapolis is installing new gasoline engines, new machinery and rope transmission in its line of eltrs. between Mandan and Dickinson. C. O. Ecklund has charge of the construction.

Adrian, N. D.—The Farmers Eltr. Co. expects to put in a lumber yard in connection with its coal sheds and 50,000-bu. eltr. I have been retained as buyer and manager at a salary of \$125 per month.—Andrew Weis, of Morton, Minn.

Munich, N. D.—E. A. McCay, agent for the Cargill Eltr. Co., while descending into the pit of the eltr. slipped and fell to the bottom, striking the back of his neck against some object in his fall. An X-Ray examination found the muscles severely bruised but no bones broken.

Gilby, N. D.—The eltr. of the Duluth Eltr. Co. was burned June 16, together with 3,000 bus. of wheat and a small amount of flour and feed. It had a capacity of 30,000 bus. Loss \$10,000; insured. The fire started 3 days before and smoldered after the fire department supposed it was extinguished.

Langdon, N. D.—Malcom Morrison, agt. for the Northwestern Eltr. Co. at this place, was crushed to death June 13 between two box cars of the Great Northern railroad. He had been at the eltr. and was crossing the tracks on his return. He started to cross between box cars and was caught between the bumpers. The body was carried quite a distance and fell in the middle of the track. The entire train passed over his body before the trainmen were aware that he had been killed. He is survived by a wife and three children. He was employed with the eltr. company since 1889.

Devils Lake, N. D.—The Farmers Grain Co. held its annual meeting recently in the general offices at this city. To fill vacancies the following were elected directors: L. S. Maurer of Starkweather; W. G. Samuel of Webster, and H. E. Baird and Jos. M. Kelly of Devils Lake. The cash assets of the company are \$55,092 and the current liabilities \$29,553, leaving a balance of \$25,538 to be devoted to dividends and the erection of additional eltrs. The following officers were elected for the ensuing year: Pres., Rasmus Sorenson; first vice pres., L. D. Maurer; second vice pres., H. E. Baird; sec'y, W. G. Samuel; treas., Norman Morrison; and auditor, Richard Burke.

OHIO.

Fletcher, O.—Patty & Coppock will re-roof their eltr.

DeGraff, O.—A. Mohr has installed an Invincible Cleaner.

Piqua, O.—C. N. Adlard has installed a eureka dryer in his eltr.

Cincinnati, O.—We are out of the hay and grain trade.—N. W. Austin & Co.

Convoy, O.—Long & Long may remodel their eltr. by lowering driveway and cupola.

Rosewood, O.—G. E. Stevenson will install cleaner in his eltr. He prefers the compound shake.

Cincinnati, O.—While general trade conditions are slow we are having a good business.—H. E. Richter.

St. Marys, O.—The McMorran Bros. Co. has taken out its gas engine, and installed a 30-h.p. steam engine.

Cincinnati, O.—Ed. P. Ryan, Jos. Brill and Louis B. Bloom were indicted June 12 on the charge of operating bucket-shops.

Rosewood, O.—Weimer & Son have just purchased a clover and wheat cleaner, installed gas engine and a power dump.

Uniopolis, O.—The Rinehart Grain Co. has built a large addition to its eltr. and has added an implement business to that of grain.

Toledo, O.—This market has the largest winter wheat mills in the U. S. and all report a poor demand for flour.—Abner Guiteau.

Cleveland, O.—F. G. Bartlett has been appointed chief of the new hay inspection department established by the Chamber of Commerce.

Cincinnati, O.—The Ryan Grain Eltr. Co., incorporated, capital stock \$250,000; incorporators, J. Ryan, Howard N. Ragland, H. W. Barnes, J. A. Parvis and D. A. Washington.

Columbus, O.—The premium list for the Ohio State Fair to be held at this city Aug. 31 to Sept. 4 has been issued by the Ohio State Board of Agriculture, T. L. Calvert, Sec'y.

Kirkwood, O.—The Adlard Persinger Grain Co. which purchased the eltr. formerly owned by T. B. Marshall, will remodel the eltr. and install a drier.

Cincinnati, O.—Geo. H. Stapely, one of the brokers recently indicted for running a bucket-shop, has been requested by the Chamber of Commerce not to transfer his lease to another bucket-shop.

Cincinnati, O.—The directors of the Chamber of Commerce have suspended Rule 13 from June 15 to Sept. 15. It provided that no person shall appear in his shirt sleeves in the exchange hall between the hours of 10 o'clock and 2 o'clock.

Toledo, O.—The Mollett Grain Co., incorporated, capital stock \$35,000; incorporators, Chas. W. Mollett, W. W. Edwards, R. B. Crane, Alex. L. Smith and Sylvester Lamb. The company has several eltrs. on the Clover Leaf in Indiana, and owns a mill at McClure.

Columbus, O.—The Pennsylvania Railroad has withdrawn from the suit against the state railroad commission asking an injunction restraining the commission from enforcing its demurrage rules. It is said now that all of the roads are conforming to the orders of the commission, notwithstanding the injunction.

Lima, O.—Clutter & Long, who have been engaged in the grain business together for twenty years, have sold their eltr. here, to C. L. Curless formerly with Dewey Bros. at Blanchester. Mr. Clutter now makes his home in California and it is probable Mr. Long will go there also.

Cincinnati, O.—A committee of 5 is to be named by W. W. Granger to draw up uniform commission rules and, if practicable, to arrange for a call on grain to establish quotations to be sent out to the country. It is said some firms have been cutting the commission on hay and wheat.

Amherst Sta., North Amherst P. O. O.—The Amherst Supply Co., incorporated capital stock \$50,000. William H. Schibley, is president and Carl Neiding, sec'y and treas. The company has taken over the interest of Henry Kolb, and the business of Mr. Schibley, including the eltr., coal and building supplies.

Fredericktown, O.—The Fredericktown Eltr. Co., incorporated, capital stock \$10,000. Officers: Rathbone Fuller, Toledo, pres.; William M. Coup, Mt. Vernon, sec'y, C. S. Coup, Toledo, vice pres.; and J. D. Smoots, Mt. Vernon, general manager. The company is erecting one of the best eltrs. in the country. J. D. Smoots of Mt. Vernon will remove to this place to manage the eltr.

Convoy, O.—Niezer & Co. of Monroeville, Ind., have let the contract for a 22,000-bu. eltr. to O. J. Slusser of Van Wert, O. The building will be of cribbed construction, with cement floor. The heavy timbers rest upon cement pillars 5 x 6 feet. It will be equipped with Monitor cleaning machinery, fan discharge sheller and steam power. The architect expects to finish the building by July 15.

Toledo, O.—In Chicago No. 2 corn is contract while in Toledo 3 yellow is contract grade, making No. 3 corn in Toledo worth 3c more per bu. than in Chicago. This market is not affected by manipulation as the May deal in wheat indicates. Before the May wheat deal was manipulated Toledo prices were 1 cent above those of Chicago but when the price was run up 6c and 7c a bus. in a short time Toledo was not affected. This market is expecting to do a great deal of exporting this year via Montreal. A. H. Paddock.

Sec'y McCord of the Ohio Grain Dealers Ass'n has made a number of changes in and additions to the program of the 29th annual meeting which will be held at Cedar Point July 1st and 2d. Thru the efforts of a special com'te and at great expense Colonel Home-guard of Winterville has been secured to address the meeting on "Our Own Door Yard—Protection of Our Home Resources." As an able orator and entertaining speaker the Colonel is said to have few equals and no superiors. Prof. C. G. Williams of Wooster will talk on "Better Corn Crops for Ohio"; Grant McMonan of St. Paris will tell how to identify a Square Deal when you find one; Jno. F. Courcier of Toledo will speak of the "Country Grain Dealer and the National Ass'n"; Prof. H. C. Price of Columbus will tell of "Our National Resources for Grain Production" and Jno. T. Todd will talk of "Tracing Freight." Come prepared to talk on every subject. Let your brother dealers have the benefit of your experience.

OKLAHOMA

Hunter, Okla.—Pearson & Hayton are repairing their eltr. at this place.

Richland, Okla.—J. M. Walker has bot the eltr. here of the Guthrie Milling Co.

Kingfisher, Okla.—The Kingfisher Mill & Eltr. Co., incorporated, capital stock \$50,000.

Narcissa, Okla.—Gaines Bros. are building an eltr. and putting in a cornmeal plant at this place.

Okemah, Okla.—We expect to build a new eltr. here, if the corn crop will permit this season.—Cooper Bros.

Kingfisher, Okla.—Flickinger & Worl have ordered the machinery for a large alfalfa mill. It will cost approximately \$10,000.

Greenfield, Okla.—A cyclone which passed this place June 5 damaged the plant of the Home Eltr. & Grain Co. to the extent of \$3,000.

Yewet, Okla.—Kelley Bros. Grain Co. of Wichita, has bot an eltr. at this place and is making repairs and expects to have it ready for operation July 1.

Renfrew, Okla.—O. H. Somerville of Enid will take charge of the eltr. of the Home Grain Co. He will succeed Frank Jewell who will go back to his farm.

Blackwell, Okla.—Beutke Bros. Grain Co., incorporated, capital stock \$15,000. Directors, E. L. Beutke, J. S. Stocker and T. B. Hetrick, all of this place.

Arapahoe, Okla.—The Thomas Milling Co., of Thomas, is having its eltr. at this place moved to Sentinel, a distance of 35 miles. The eltr. has a capacity of about 6,000 bus.

Enid, Okla.—The Oklahoma Independent Grain Dealers Ass'n at its meeting here June 17 elected W. G. Rugby of Augusta pres. and J. Y. Callahan of Enid, sec'y-treas.

Read in "Letters from Dealers" the views of J. F. Edwards on Shippers vs. Receivers Weights and write the dealers of the Southwest what you think about it. You are welcome to space for circulating your views on trade subjects.

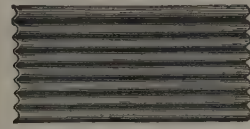
Jefferson, Okla.—H. J. Hacknevy of Wellington, Kan., has bot the plant of the Jefferson Mill & Eltr. Co. at this place. New machinery is being installed and other improvements are being made. The capacity will be increased to 250 bbls. per day.

Smithton Sta., Richland P. O., Okla.—Lightning destroyed the eltr. of the Canadian Co. Mill & Eltr. Co. of El Reno on June 4. The building was empty, but the loss is considerable, partly covered by insurance. Two box cars standing close to the building were also destroyed.

Enid, Okla.—Ernest Thies and G. W. Pitman, employes of the Enid Mill & Eltr. Co., were making a change in the gearing, working on a scaffold about 7-ft. high, when it proved too weak to hold a 300-lb. pulley in addition to the weight of the men, and broke. Mr. Thies was bruised and crushed severely, while Mr. Pitman escaped with only a slight scalp wound.

New members who have recently joined the Grain Dealers Ass'n of Oklahoma are Yukon Milling Co., Minco, Okla.; S. I. Lewis, Jett, Okla.; John W. Wade & Sons, Memphis, Tenn.; Sayre Mill Co., Sayre, Okla.; E. J. Webb, Geary, Okla.; Goltry Milling Co., Gol-

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try, Okla.; Reeding Grain Co., Reeding, Okla.; S. C. Kaywood, Rush Springs, Okla.; Elgin Grain Co., Elgin, Okla.; G. W. Thomas, Nimnckah, Okla.; E. J. Miller, Perry, Okla.; George Ingram, Salt Fork, Okla.; H. B. Harrod Grain Co., White Eagle, Okla.; Standard & Henderson, Okarche, Okla.; C. B. Cozart, Woodward, Okla.; C. R. Ludwick, Curtis, Okla.; H. P. Beall, Ringwood, Okla.; Chowning Grain Co., Okla. City, Okla.; Mooreland Union Grain & Supply Co., Mooreland, Okla.

Oklahoma City, Okla.—The Annual meeting of the stock-holders of the Capital Grain & Eltr. Co., was held on June 2, at its offices in this city, all stock-holders being represented excepting one. The meeting was called to order by the pres., J. C. Pearson. A report of the business for the past year was submitted, read and adopted. After which the following directors were elected. J. C. Pearson, H. W. Cole, F. D. Cathcart, H. C. Clark, J. B. Norton, D. D. Cottrell, and Wm. Randels. Agreeable to the by-laws, immediately upon the adjournment of the stock-holders, the newly elected board of directors met and organized by electing J. C. Pearson, pres.; H. W. Cole, v-pres.; E. H. Enrey, sec'y; H. C. Clark, treas., and J. B. Norton, genmrg. After a full discussion of the business of the company and plans for an unprecedented business for the coming year, the board adjourned to meet the first Tuesday in Sept.

OREGON.

Portland, Ore.—On the occasion of his leaving Balfour, Guthrie & Co., in whose employ he had been for 21 years, W. K. Scott, who has formed the McCabe & Scott Stevedoring Co., was presented by his fellow employees with a handsome loving-cup 18 inches high.

Portland, Ore.—The center of the local grain trade is shifting to the westward, several of the leading firms having secured quarters in the new Board of Trade building on Fourth and Oak streets. The first to move will be Balfour, Guthrie & Co., who have taken nearly all of the top floor. Other grain firms that will go into the Board of Trade building are the Campbell-Sanford-Henley Co., who have engaged quarters on the second floor, and the W. A. Gordon Co., who will move to the tenth floor. The office of the Portland Flouring Mills Co. will be transferred to the present location of Balfour, Guthrie & Co. in the Concord building.

Portland, Ore.—A report favoring the establishment of an option market was made by the special committee consisting of Gay Lombard, J. E. Murphy and A. Berg, after considering the proposition for a month. A few members of the Portland Board of Trade were so strongly opposed to option trading that the ballot on the committee report was secret, but showed an almost unanimous vote in favor of a market for transactions in future deliveries of grain. A resolution was adopted June 10 making the committee permanent, with instructions to immediately carry out the recommendations of its report. It is believed the rules can be prepared in time to begin trading in futures July 1. The following have recently been admitted to membership in the grain department: Julius Lippitt, J. C. Robinson, Dement Bros. Co., F. A. Coffin, M. A. Hauser, A. Benzon, Jobes Milling Company, E. E. McAvinney and A. MacAyeil.

PENNSYLVANIA.

Woodruff, Pa.—The large wool and grain house of Elmer Gringage was burned June 7. Loss, \$30,000.

Pittsburg, Pa.—Ren Martin, pres. of the Grain & Flour Exchange has suggested that a call be held and the grain quotations posted daily.

Philadelphia, Pa.—John T. O'Rourke, a grain dealer at this place, and a member of the Commercial Exchange, died at the age of 53, after being seriously ill for two months.

Carlisle, Pa.—Frank E. Thompson, a grain dealer at this place, suffered the bursting of a blood vessel in his brain while driving June 7. His physicians give hope of his recovery.

Pittsburg, Pa.—Chas. Culp, chief grain inspector of the Grain & Flour Exchange recently celebrated the 35th anniversary of his appointment to the inspection department of which he has been head for 25 years.

Myerstown, Pa.—Salem T. Yost's new grain warehouse is nearing completion. The entire equipment for the grinding of feed will be placed in position soon. A new engine will be placed in the building. A scale has been put in position opposite the warehouse.

West Chester, Pa.—Chalkley Hipple, grain dealer, to recover 75 cents that he had expended in repairs to an eltr. in the building that he rents from Ralston R. Hoopes, a rich property owner, brot suit; but the local magistrate gave his decision in favor of Mr. Hoopes. The lease stated that the owner of the place shud be at no expense repairing the machinery. The question was whether the eltr. was part of the machinery or a part of the real estate. An appeal to the higher courts is likely. The expenses so far are over \$200.

Pittsburg, Pa.—The Grain & Flour Exchange at its annual election June 9 chose the following officers: Pres., Ren Martin of Herb Bros. & Martin; vice pres., W. N. Gordon; treas., T. J. Ellwood, and sec'y, George Schnelbach—directors: John Dickson, W. P. Hodill, J. A. McCaffrey, W. N. Gordon, James Brown, W. W. Beatty, John Floyd, J. A. A. Geidel, Ren Martin, James McCune, George Schnelbach, S. C. Graham and T. J. Ellwood. Out of a total membership of 71 56 votes were cast. John Floyd, the retiring pres. reported an increase of 799 cars in the volume of business for 1907. In that year the total number of cars of grain, feed, hay and straw handled on the exchange was 21,688, against 20,869 for 1906. The showing is a good one in view of the financial depression which hit hardest industrial centers like Pittsburg. Ren Martin, the new pres. is 34 years of age, was born in this city, where he has resided all his life. He entered the grain business with John Hood in 1889 and on the death of his employer in 1896 the present firm of Herb Bros. & Martin was organized. The new administration will keep right after the railroad companies to give Pittsburg the grain handling facilities to which it is entitled.

PHILADELPHIA LETTER.

During the past year 22,000,000 bus. of grain were exported from Philadelphia.

The electric fans are in full blast now over the entire grain floor in the Bourse, and the way the call boys are shouting, would indicate that business is rather lively.

The United Fruit Co. will increase the sailings of its entire fleet of steamships from this city to all of the West Indies and Central America ports.

Pres. Hancock is looking over the field and expects, shortly to announce the names of the delegates to represent the Commercial Exchange interests at the National Hay Convention which will hold its sessions in Cedar Point during July.

The fifty-fourth annual report of the Commercial Exchange has just been issued, showing the membership to be 414 with 18 new applications approved, the loss by death and resignations for some years past exactly equalling the new membership.

A movement is being made for the appointment of a complaint committee of the Commercial Exchange to have jurisdiction over the entire subject of defaulting contracts between members and outsiders, the By-laws Committee having approved of the matter.

The Commercial Exchange has made an unsuccessful appeal to the officials of the Philadelphia & Reading Railway for more desirable local storage grain rates. But they are not done, and propose to follow up the old time precept, "if at first you don't succeed, try, try again."

The grain men in this vicinity do not look with favor upon the order of the Interstate Commerce Commission just issued, extending the time of publishing important export rates until Oct. 1. It is said that the change was made to accommodate some of the Southern railroads.

The Philadelphia & Reading Railway at its Port Richmond Eltr. is pushing to an early completion the modern apparatus for drying of all grain not in sound condition for export, and the Commercial Exchange, which did much to secure these up to date facilities, as well as the export grain firms here and others in the trade are highly pleased with the outcome which unquestionably means increased grain business for Philadelphia.

The high freight rates on grain from Buffalo to the Eastern ports along the Atlantic seaboard, and to Philadelphia and New York in particular, it is claimed by those conversant in the grain trade, are gradually driving out the foreign steamship line cargoes, and compelling them to withdraw their freight carriers upon the grounds of unprofitableness, and the result is a steady increase of grain exporting from the Canadian and St. Lawrence route, and among the veteran grain men the salutation is, "Well what are you going to do about it?"

The new floating grain eltr. with a capacity of 10,000 bus. per hour, constructed for the Pennsylvania Railroad, is about completed and will be promptly placed in commission by the Girard Point Storage Co., and it is said to be one of the finest in the country. Its cost will be \$75,000, and will be operated between Port Richmond on the north, to Pier 80 at Snyder avenue on the south, along the Delaware river. This will increase the ports facilities for distributing grain from lighters to transatlantic steamships operating along the river front, very materially, and represent a total grain handling capacity per hour of 30,000 bus.—S. R. E.

SOUTH DAKOTA.

Platte, S. D.—Frank Royce has bot an eltr. here.

Elk Point, S. D.—J. C. McPeck, of Gayville, has taken charge of the eltr. of McCaull-Webster Eltr. Co.

Corsica, S. D.—Carlson Eltr. Co. is building an addition to its eltr.

Platte, S. D.—L. Button, of Sheldon, Ia., has bot the eltr. here of Van Hemert & Van Zee.

Frankfort, S. D.—Haag & Norman contemplate the erection of an eltr. during July and August.

Hoven, S. D.—E. A. Ehrle has resigned his position as buyer for the Hawkeye Eltr. Co. and Jacob Strabble, of Lowry, will succeed him.

Every regular dealer should arrange to be present at the annual meeting of the Tri-State Grain Dealers Ass'n at Minneapolis, July 15.

Lake Preston, S. D.—H. D. Dahl has resigned his position as grain buyer for the Ostrotr Eltr. Co., to work for Eagle Roller Mill Co. at this place.

Armour, S. D.—The Farmers Eltr. Co. has another site for its eltr. Contractor Burke has the contract and the work has started on the eltr.

Mt. Vernon, S. D.—W. A. Fallgatter, of Marshalltown, Ia., has bot an interest in the Mt. Vernon Mill & Eltr. Co. He will remove to this place at once.

Redfield, S. D.—Repairs are being made and new machinery installed in the eltr. of G. W. Van Dusen & Co. by T. E. Ibberson's carpenter crew.—F. O. Schalkle, agt.

Alexandria, S. D.—A farmers eltr. company is being organized here. Directors: Albert Heller, Christopher Heine-man, Henry Wagner, Louis Plagmann and F. A. Moody.

Bridgewater, S. D.—J. H. Anderson, sec'y of the Farmers Eltr. Co., has sent out notices of an assessment of \$15 on the stock levied by the directors. Any stock on which this assessment remains unpaid will be sold by auction July 15.

Selby, S. D.—I have resigned my position with the Victoria Eltr. Co. here and with my father, E. B. Parker, have bot eltrs. at Hadley, Butterfield, Grogan and Henderson, all in Minnesota. I will remove to Henderson.—L. J. Parker.

Dell Rapids, S. D.—E. N. Morgan, formerly in charge of the eltr. here of W. I. Thompson, which was bot by W. J. Prisch, left recently for De Smet, where it is understood that he will take charge of the eltr. there for his former employer.

Butler, S. D.—The whereabouts of A. J. Wolbrink, agent for the McCaul-Webster Eltr. Co., who disappeared May 24, are still unknown. His resignation was received by the general manager of the company, and was postmarked And-over, which he had reached by train after walking to Bristol.

SOUTHEAST.

Jackson, Miss.—The new pure feed law will go into effect July 1, and millers of St. Louis, Mo., are anxiously writing the sec'y of state at Jackson asking whether the new law is to be enforced.

Natchez, Miss.—Local wholesalers of grain report an average of 1,400 cars of corn and oats, 825 cars of crushed feed and 750 cars of hay handled here in 1907, the estimate given in this column May 25 being considerably too low at 1,000 for grain and 500 cars for hay.—B.

Clarksburg, W. Va.—I have written to most every one of your advertisers on grain that would be in shipping distance of this section and I have yet the first one to ever secure the account of, or to do any business with whatever, and a

great many of them never even made reply to my inquiries. The fact is, I think your advertisers are "Dead Ones" as there is no question but this section is the best in the whole country to sell grain in, as there is absolutely none raised in this section. With the right kind of a shipper, honest, reliable, prompt and square dealer I could sell 500 to 1,000 cars in my own territory, such as corn, oats, wheat, both bulk and sacked corn and oats, and also another 500 cars of hay. I think you should drop some or all of your old advertisers and look up some "Live Ones."—C. W. Leggett.

TEXAS.

Austin, Tex.—Van A. Webster, of San Antonio, has removed to this place.

Tioga, Tex.—One of the eltrs. at this place was burned June 18. Loss on eltr. and sheds \$5,000, partly insured.

What do you think about J. F. Edwards' views on Origination vs. Destination Weights in "Letters" this number?

Dallas, Tex.—G. A. Knight & Sons have the plans prepared by J. E. Flanders for a large grain store. The warehouse that is being built by the company is about completed.

Fort Worth, Tex.—J. W. Adams & Co. will start the erection of an eltr. between the Houston & Texas Central and Santa Fe Railroads. It will cost between \$5,000 and \$6,000.

Fort Worth, Tex.—The Fort Worth Eltr. Co., incorporated, capital stock \$75,000; incorporators, Bert K. Smith, Jule G. Smith, F. H. Ingraham, J. S. Simons, Marshall H. Smith and Marcus C. Smith.

Waco, Tex.—Our new 30,000-bu. eltr. is nearly completed. This eltr. together with our new warehouse 400 ft. by 40 ft. will have a capacity of 200,000 bus. of grain. Our eltr. will be complete in every detail.—Earley & Clement Grain Co.

Austin, Tex.—The state railroad commission has amended commodity tariff No. 2 B by adding to MIT rule 10, section 6, the following, effective June 16: Note 10. Less than carload shipments of grain products originating at milling points on the International & Great Northern Railroad and destined to points on that line, when loaded in the same car with products of grain from interstate points, will be subject to the carload rate from such milling points to destination.

Galveston, Tex.—I find on page 727 of the Journal, June 10, an article headed "In Favor of Federal Inspection," said to be quoted from my paper delivered before the grain dealers meeting at Fort Worth. This puts me in a very embarrassing position, as my paper was *against* federal inspection and the article printed is evidently taken from Mr. Gibbs paper and not from mine. I trust you will hasten to correct this in your next issue and give it due prominence, because I would not like to have the article credited to me.—J. W. Jockusch.

Fort Worth, Tex.—Grain shippers when making claims for reparation on account of the 125 per cent rate on ear corn are advised by Sec'y Dorsey that claim should be made against railroad originating the shipment instead of the delivering line. Copy of the B/L and original expense bill or certified copy thereof, and bill against the originating line giving rate paid at the 125 per cent rate, correct rate and date of bill, should be filed. The tariff should be referred

See Next Page

4 Reasons why it holds the record as the Drier of the Century

The Ellis Grain Drier

to in making each claim. The claims of members of the Texas Grain Dealers Ass'n are being presented to the Interstate Commerce Commission by Sec'y Dorsey.

UTAH.

Salt Lake, Utah.—The Utah Grain & Eltr. Co., W. O. Kay, proprietor, is defendant in a suit brought by the Irrigated Lands Co. to recover \$1,470 damages for the alleged delivery of oats not up to sample. The oats, amounting to 70,650 lbs., were sold for seed at \$1.90 per 100 lbs. for delivery at Akin, Utah, in April.

WASHINGTON.

Bellingham, Wash.—Grain dealers here contemplate applying to the state for the appointment of a grain inspector at this city.

Walla Walla, Wash.—The Dixie Grain Warehouse Co. is being organized here. Incorporators, H. D. Eldridge, A. J. Bolter, Henry Eckoff and G. W. Dickson.

Kahlotus, Wash.—The Kahlotus Grain & Supply Co., incorporated, capital stock \$25,000; incorporators, George F. Richards, J. H. Barnes, J. B. Craig, E. L. Cline and B. S. Hastings.

Odessa, Wash.—The Quincy Eltr. Co. is building an eltr. at this place. It will have a capacity of 25,000 bus., and will be built with a view of doubling the capacity within a year. Fred Stunkel and A. J. Salberg are doing the work.

Garfield, Wash.—Representative farmers of Whitman county, in recently organizing the Farmers Co-operative Union, adopted the following resolution: It is the sense of this convention that handling grain in bulk is the more economical, and we, as members of the Farmers Union, pledge ourselves to so handle our grain as soon as possible, and in order to do this, a revolution in the present method must take place from the mouth of the machine to Liverpool, and that one of the best ways to finally accomplish this revolution is by continual agitation. The O. R. & N. Co. has turned over its big grain warehouse to the Union. M. V. Crabtree is pres. and L. C. Love, sec'y and treas.

WISCONSIN.

Schlesingererville, Wis.—The farmers have formed a company and will erect a 10,000-bu. eltr. Sites have been offered by the Central and Milwaukee roads.

New Holstein, Wis.—Ed. Reineman, who has been manager of the eltr. here for the past two years for W. W. Cargill & Co., will probably leave for Reedsville, where he will join his father who owns an eltr. at that place.

Superior, Wis.—The jury disagreed June 18 in the suit of the Republic Eltr. Co. against the Close Hardware Co. to recover \$600 for salvage grain shipped in two carloads which it is alleged the Hardware Co. agreed to accept.

MILWAUKEE LETTER.

C. of C. memberships are quoted at \$275 net to the seller.

The Chamber of Commerce has adopted a rule requiring members who appear on the floor to wear a coat and collar.—R.

The Hottellet Co., incorporated, capital stock \$25,000; incorporators, Max Hottellet, Adolph Huebschmann and Marie K. Resch. The company will deal in grain and feed.—R.

Not much profit these days. Lots of business, but has to be worked on small margin.—Smith of Franke Grain Co.

"Reports of crop, generally, are good, with the exception of northern Iowa and southern Minnesota. Too much rain."—L. L. Runkel.

Badger Grain Co., incorporated, capital stock \$25,000; incorporators, John Lawrence, Herman F. Franke and Mildred Lawrence.—R.

Edw. Shackell, Edw. LaBudde, P. P. Donahue and Harry Stratton were among the visitors at the millers and feed dealers conventions held in Detroit.

Understand that the proposed advance in rates will not materialize. Public does not want it, and it is hardly likely the railroads will put it into effect.—Geo. A. Schroeder, Chmn. Trans. Com.

W. J. Jameson, Jas. S. Bell and P. M. Ingold were elected to membership at a special meeting. Application for transfer of memberships has been made by R. A. Ritchie, S. S. Curry, Walter Schroeder, E. F. Elwell and G. W. Everett. F. M. Davies has made application for membership.

The delay in the transmission of mails between Milwaukee and the west and southwest has been taken up by the committee on commerce and manufacture of the Chamber of Commerce. An effort will be made to have this mail carried west from Racine instead of thru Chicago, where the delay is believed to occur.—R.

The Western Dairy Feed Co. has brought suit against E. P. Mueller to recover \$32,500 damages for ruining its business by the shipment of feed alleged to have been of inferior quality. By reason of the poor quality of molasses feed supplied, the plaintiff lost customers, and its business, which had netted \$150 per day, was ruined.—R.

If the growing crop keeps on in the same way at which it is now going there will be no signs of hard times when it is marketed, at least not from the farmers. Many are the encouraging reports received, some of which even go so far as to state that part of the fields have already begun to head. This is corroborated in a degree by the government report.

The Central Investment Co., owners of the Chamber of Commerce Bldg., have already started the work of erecting a new smoking room on 'change, in the space east of the C. & M. telegraph quarters, now shut off by a wall. The new room will cost about \$5,000 and is expected to be completed in a month. The old smoking room will be converted into a directors room—long desired by directors and active members.

Upon his return from the Mchts. & Mnfrs. "annual" Bert. Ellsworth gave some glowing accounts of the country passed through, comprising southern Minnesota and South Dakota. "Panic? why the people out there didn't know what it was, or what effect it had on business. No hard times with them. They're all looking for a big crop, as do we. All have Roosevelt ideas, which naturally means that they think right."

Under the recent ruling of the Interstate Commerce Commission all railroads and carriers in general must file and post in Milwaukee complete files of their tariff publications. This applies to every carrier whose lines reach the city over its

own rails or by trackage rights or by boat line or ferry. An employee must be in charge to give information and assistance to those who may wish to consult the files, which must be kept open and accessible to the public during ordinary business hours and on business days.

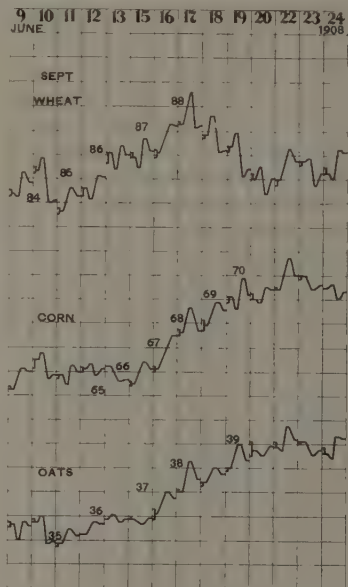
While there was a slight increase in the movement of grain as a result of the annual "after spring work movement," it was such as to hardly cause a ripple on the surface. Oats seem to be moving in the greatest volume, the price no doubt being quite an attraction. Buyers still insist on test weight of the oats being given, which would seem that they have adopted a more conservative (if possible) way of making purchases or that the last crop was not as good as previous ones. "Velvet chaff," (dealers handling it as tho it were what its name implies) is endowed with that pugnacious spirit of "sticking." Whenever a buyer appears on the horizon a grand rush is made for him, by those who have almost lost their eyesight watching for some purchaser.—Slits.

WYOMING.

Laramie, Wyo.—The Overland Cereals Co. will install two improved Hall Signaling Distributors in its eltr.

Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the September delivery at Chicago for 2 weeks prior to June 25 are given on the chart herewith.



Imports and Exports of Hay.

Imports of hay for the ten months prior to May 1 have been 9,682 tons; against 47,548 tons for the corresponding period of 1906-07.

Exports of hay for the ten months prior to May 1 have been 63,755 tons; against 47,159 tons for the corresponding period of 1906-7, as reported by O. P. Austin, chief of the Bureau of Statistics.

Disposition of the Corn Crop.

How much of the country's corn crop is used for feeding live stock and how much in various manufacturing enterprises, is frequently asked, and but few statistical data are available for a full and accurate reply. However, sufficient information is available for some generalizations.

According to the census of 1900 the production of corn in 1899 was 2,666,000,000 bushels. This amount is between 2 and 3 per cent greater than the average annual yield of the past five years.

The apparent disposition of the 1899 crop was as follows:

Use.	Bushels.	Per cent of crop.
For flour and grist mill products (from Census)	241,000,000	9.0
For starch (from Census)	8,000,000	.3
For malt liquors (from Census)	9,000,000	.3
For distilled liquors (from Census)	17,000,000	.6
For glucose (estimated).	40,000,000	1.5
Exports, 1900.	190,000,000	7.1
Seed (estimated).	13,000,000	.5
Total	518,000,000	19.3
Remaining	2,151,000,000	80.7

During the past five years the quantity of corn exported has averaged only about 85,000,000 bus. annually, or about 3.3 per cent of the production; that used in the manufacture of distilled liquors has averaged about 20,000,000 bus. annually, or 0.8 per cent of the production.

The census of 1905 reported practically the same amount of corn consumed by commercial flour and grist mills in 1904 as in 1899, and about 4,000,000 bus. less consumed in the manufacture of starch.

The amount of the crop used in the manufacture of malt liquors and glucose during the past five years is not definitely known, but it is probable that the aggregate is slightly greater than in the census year.

The above tabulation does not take into consideration the difference in the stock of corn on hand at the beginning and at the close of the year. The commercial visible supply was reduced about 6,000,000 bus. during the crop year, and the total supply was probably reduced enough to counterbalance the large export movement of 190,000,000 bus. as compared with about 85,000,000 bus. annually during the past five years.

It is probable, therefore, that approximately 81 to 83 per cent of the recent corn crops has been used for feeding purposes. About 80 per cent of the corn crop is shipped out of the counties where grown.—Bureau of Statistics, U. S. Dept. of Agri.

The German government and others have contributed prizes aggregating \$7,240 for the best methods of reducing potatoes to a durable stock feed, with a view to utilizing the surplus of the country's annual crop of 43,000,000 tons.

Ohio Grain Dealers Ass'n will Assemble at Cedar Point, July 1, 2.



See Next Page.

1st For a given size there is **FIVE TIMES** more grain exposed to the air currents than in any Drier.

The Ellis Grain Drier

Railroads Liability for Errors in Rates Quoted Shippers.

[From an Address by Hon. O. B. Colquitt, Railroad Commissioner, before Texas Grain Dealers Ass'n.]

It is often the case that the railroad commission receives complaint from shippers that they have made sales of commodities based upon rates quoted by them by agents of railway companies, or by employees in the general freight agent's office, and they have appealed to us to require the railroad companies to protect the rates quoted by their agents.

The law provides that rates shall be published and be accessible to all shippers and requires the railway companies to post the rates prescribed by that railroad commission of Texas, in the depot at each station, so that any intending shipper may, upon inquiry or request, be shown what the rate is between any two given points in the State of Texas. The law also provides that the railroad companies shall not charge more or less than the rate prescribed by the railroad commission of Texas.

My observation and experience has been that complaints about the misquoting of rates usually arise on interstate shipments.

In the paper I have referred to, four statements are made.

First, "tariffs are never correct nor reasonable."

This must refer to interstate tariffs, as the rates prescribed for use between points in Texas are fixed by the railroad commission and railroad companies are bound to observe the same, and they should, of course, always be reprinted correctly and kept at each depot.

Whether the rates fixed by the commission are reasonable is a matter, perhaps, which others than myself should discuss at this time. I will say, however, that it is my personal opinion that some of the rates fixed by the railroad commission are very low, while others are very high.

I think the complaint as made is, generally speaking, intended as a criticism of interstate tariffs and interstate rates. These tariffs and those rates are made, of course, by the railway companies, and, under the American Commerce and Interstate Commerce act, can not be changed without giving thirty days' notice to the interstate commerce commission. I have thought many of them unreasonably high, while others I have examined seemed to me to be unreasonably low and favorable to communities or commodities in competition with one another, the competition is not the only factor operating to secure reduced rates on same commodities while other commodities are compelled to pay higher and unreasonable rates.

Most interstate tariffs are voluminous and, while compiled by employees of committees or bureaus chosen from the ranks of expert railroad men, they often contain mistakes made by the experts and frequently typographical errors are found that give to them an entirely different meaning from what was intended. In interstate rate making is much more difficult than one would suppose when you reflect upon the fact that a shipment passing between Chicago and Fort Worth may be handled by half a dozen different railway companies. The tariffs must show the through rate on such shipment, and it is frequently the case that the railway lines making up the route over which the shipment is made have difficulty in agreeing upon a through rate, and, therefore, in many instances, while two or more lines may agree upon a through rate, the delivering or originating line might not be a party to it and, in such cases, the agents of the line of railway who is not a party to the through rate would be unable to quote a correct rate except by using the combination of locals over the lines of railway handling the shipment from point of origin to destination.

Railway companies who are members of traffic associations usually agree, through members of such association, to compound rates, but they sometimes are published and gotten up in such form as not to be easily understood by the ordinary shipper. Even tho they understood them, such tariffs are frequently amended after adoption before they are printed and put in circulation, and the amendments necessarily have to be shown by supplements, and unless a shipper has the tariff with all of its supplements, he will not have the means at hand to enable him to determine the freight rates upon which he has to do business.

Besides the rates which have to be figured and published covering through shipments, the question of switching and demurrage has also to be taken care of. Unless the switching is included in the

through published tariff, any switching charges at destination or at origin must be charged in addition to the rate. I have thought, and still believe, that all such service as demurrage and switching is a local service and should be independent of through rates and subject to regulation and control by local authorities. Any switching of a car of freight, coming from an interstate point, from one line to another, is undoubtedly a local service and, unless included in the tariff covering the through rate, ought to be regulated and controlled by local authorities, and, in my judgment, is subject solely to such regulation, tho my associates on the railroad commission of Texas have differed with me on account of the case of Fielder vs. Missouri, Kansas and Texas Ry. (92, 210, page 179).

2. "General freight officers are not prepared to give correct interpretations and differ as to proper meaning of tariff provisions."

Such differences of opinion between traffic officials is quite natural. I find that members of the railroad commission often differ in the interpretation of rules made by them, and it has been my desire, when a rule or rate is promulgated by the railroad commission of Texas, to make its meaning and purpose so clear that there can be no basis for controversy or difference of opinion as to what it means.

I hardly think that traffic managers or general freight agents would purposely misconstrue tariffs, to which their lines are parties, tho they differ frequently as to the meaning of the rules and regulations concerning them and it is often the case that, under the law, the traffic officials or freight agents can not agree upon divisions of rates and bring their disagreements to the railroad commission for adjustment. This may be due, in part, however, to a desire on the part of such traffic officials to protect to the fullest extent of their ability the earnings of their separate lines of railway, but such purpose should not enter into the construction of tariffs for the information of the shipping public. Shippers should not be made to suffer on account of disagreements between freight superintendents or traffic officials of connecting or competing lines of railway. I hardly think that such disagreements in construction is the result of a desire on the part of such officials to misquote rates. Many instances have come to my attention where such officials, when convinced that injustice and injury had resulted from the misquoting of rates, would apply to the commission, on account of sales being made on the rate misquoted, to apply the rate quoted the shipper and let the railway company pocket the loss. In other cases coming to my attention as a member of the railroad commission, the railroad company has sought to make the agent misquoting the rate resulting in loss and damage to the shipper bear the burden of his own error. The agent, of course, would be a hardship upon the agent, and, unless it could be shown that his misquoting of a rate was designedly done, would be unjust to him, for, as a rule they can ill afford to pay such losses out of their meager salaries.

3. "The burden of interpreting the tariffs should not be put upon the shippers."

The idea conveyed to my mind by this statement is that shippers should not be required to employ expert rate men at their own expense for the purpose of ascertaining the correct rates and interpreting the rules and regulations applying to them. Where a firm does a very large shipping business it often is profitable to employ such a man who is also capable of discharging other clerical or office duties, but freight tariffs and rules affecting the same should be so clearly drawn as that intelligent and experienced men can incur any expense whatever in order to correctly understand them. The railway companies issue instructions to each depot agent explaining such tariff and the laws of Texas require the rates applying between points in the State to have to be exhibited at each depot for the information of the shipping public, and the railroad or depot agent should be able to answer questions in explanation of such tariffs to all shippers, or furnish shippers with correct rates as early as so far as they relate to State shipments.

4. "That the railroad's stock in trade is its carrying operations and that quotations from its agents should be as binding on them as the acts of agents of other concerns with reference to prices on other commodities." This is in the Texas Railroad Commission's report. This statement, as a general proposition, would seem to be correct, but in the matter of transportation charges it is a most serious proposition. Under the law the unauthorized act of an agent is never binding upon the principal, no matter in what busi-

ness the principal may be engaged. And in the matter of freight rates, fixed as they are by law, neither the principal nor the agent can change them.

If you were to pass a law changing this rule and make the rates quoted by the agent binding upon the carrier and the shipper it would undoubtedly be more detrimental than beneficial to the shipper, because when a rate higher than that established by law or by the tariff should be quoted by the agent the shipper would have it to pay and would have no recourse, and the agent, for self-protection, would be more likely to quote rates in excess of those prescribed by the tariff or by law than otherwise. So we see that there are two sides to the proposition from a shipper's point of view. The only safe course is that the railroad company, the agent and the shipper must abide by the rates legally established and published. If the railroad company overcharges you, it only requires a complaint to the railroad commission to secure a speedy adjustment and refund of the overcharge, for the law presumes that the rates established are prima facie reasonable and just. If an agent, through error, quotes a rate below that fixed in the tariff and the seller of the commodity makes a contract for delivery of some based on the misquoted rate, of course he may suffer loss and damage as a result of the agent's error, but I am of the opinion that such mistakes are fewer in number than overcharges or than would be the case if you made the rate quoted by the agent binding upon both the carrier and shipper. Besides, to make the agent's quotation the rate, would place in the hands of the agent the power to discriminate between his friends and his enemies and all would be bound by his act.

5. "Sound by Agent's Action. Would Result." If a railroad, engaged as it is in the business of a common carrier, required as it is by law to accept shipments of all kinds and from whomsoever tendered, and give to each and every shipper equal rates and equal facilities, was in turn bound by the actions of its numerous agents in the quotation of rates, you would soon find that through the agents of the company the railroad company would escape its obligation of equal protection and equal service in the matter of rates and facilities to all shippers, as is now required by our statutes.

Errors Can Not Be Avoided.—The transportation question is so vast and intricate in its details that I can not devise a plan whereby mistakes such as I have been talking about can be entirely avoided. A great deal of business is tendered to railroad companies for transportation and accepted and forwarded by them and delivered at destination, is handled in such haste in the billing, receiving and delivering of such shipments that it is impossible to keep from committing errors. One of the purposes of the law in requiring railroad companies to print tariffs and keep them in their depots for public inspections is to enable the public to know what rate they are entitled to ship a given commodity for and within the means of knowing what the rate is and, with the assistance of the agent of the railway company, the shipper is presumed by the law to have the means at hand from which he can ascertain the correct rate on any shipment from any point to another. I have said, I want to confess that, after five years' active application to my duty as railroad commissioner, there are many interstate tariffs that are difficult to understand and more difficult some times to interpret the foot notes and rules in the application of rates.

Frequent Changes Must Be Made.—If the legislature should provide funds to the railroad commission for the purpose of employing men to compile a book showing rates on classes and commodities of freight for all stations given rates for all the stations in Texas on any other road, it might furnish convenient information temporarily, but would soon become inaccurate and unsafe as a guide book, for the reason that rates are constantly changing, and necessarily would in such a case have to keep a file of supplements issued by the railroad commission in order to keep up with the changes which conditions would require us to make.

As I have already stated, within the limited time I have had to give this question consideration, I have not been able to evolve a plan satisfactory to myself which would fully protect shippers from imposition and loss in the misquoting of freight rates, but I have in mind this thought:

Employ a Compiler of Rates.—The Texas Railroad Commission, what they call a compiler of the Texas tariffs or rates for the use of all of the railway companies. It might be so arranged as that these tariffs as compiled by him could be furnished at a reasonable expense to all shippers who

might apply to the railroad companies, through said compiler, for them, or shippers who might become subscribers to rates compiled by an agent representing the larger shippers could, weekly or monthly, secure a revision of tariffs affecting their business and showing rates practically up to date for shipments of such commodities. Of course, this would be some expense to shippers, but by co-operation they could reduce such expense to a very small cost. I have seen such compilation of rates in one or two other States and a glance at the table would show accurately the rate on any given commodity from any commercial center to any other point in the State. Upon inquiry I ascertained that these compiled rates were furnished at a comparatively small expense to the customer of the compiler.

If the legislature of this State would appropriate sufficient funds, the railroad commission of Texas could employ a special expert to compile these rates for the use not only of shippers but of the railway companies and keep them in corrected and simple form and show promptly each rate change between all points in this State.

It occurs to me that this is the best possible solution of the cause for complaint on this subject: Either by organization and agreement of shippers to employ such compiler and prescribe a fixed cost to each subscriber to said compilation of rates, or arrange with the compiler for the railroad companies for the same, or let them be promulgated by the railroad commission and corrected as often as necessary and furnished to all persons applying for same at the actual cost of compiling and issuing them.

The Argentine crops of 1907-8 are estimated at 201,502,000 bus. wheat; 42,695,000 bus. flaxseed; 30,520,000 bus. oats and 137,120,000 bus. corn; against 155,993,000 bus. wheat, 32,509,000 bus. flaxseed, 12,401,000 bus. oats and 71,768,000 bus. corn for the preceding season. The big gain in the oats crop was due to the increase in the acreage from 395,000 to 702,000.

Two Time Savers.

The Revolving Scale Spout and Improved Roller Bearing Scale Hopper Bottom shown in illustrations herewith, may be advantageously used together. The spout is built especially to be used with the hopper bottom, but in case a revolving spout is needed without the hopper bottom it may be fastened to timbers underneath the hopper, and used independently of scale hopper. The square spouting shown in cut, round spout, stationary or telescope trolley spouting are used.

The roller bearing type of scale hopper bottom is favored because it is very easy to operate, and does not leak or choke up. It is easily attached to hopper, and if desired, can be made with round hopper for steel construction. A turn head is furnished with device when needed. A 22 inch scale hopper bottom such as shown here will discharge 1,200 bus. of grain in two minutes. We are indebted to the Skillin & Richards Mfg. Co. for illustrations.

Imports and Exports of Beans.

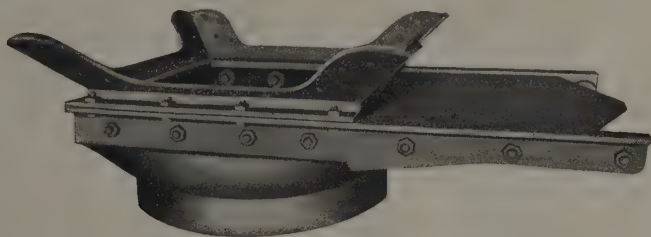
Imports of beans and dried peas for the ten months prior to May 1 have been 957,593 bus.; against 382,418 bus. for the corresponding months of 1906-7.

Exports of beans and dried peas for the ten months prior to May 1 have been 272,054 bus. of domestic and 10,643 bus. of foreign origin; against 379,497 bus. of domestic and 55,389 bus. of foreign origin for the corresponding period of 1906-7, as reported by O. P. Austin, chief of the Bureau of Statistics.

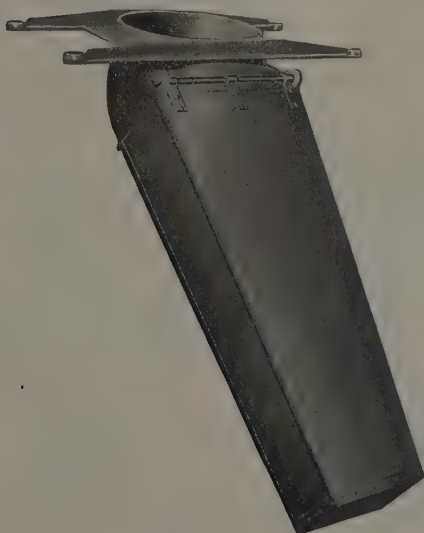
2nd

The Ellis Grain Drier
The grain being divided into thin vertical columns of even thickness, and the air currents operating on BOTH sides of the column EVEN DRYING of the grain is assured.

See Next Page.



Improved Roller Bearing Scale Hopper Bottom.



Revolving Scale Spout.

Supreme Court Decisions

Arbitration.—Under Code 1896, § 521, declaring that an award shall be final unless set aside for fraud, partiality, or corruption, arbitrators are not required to draw the award with the precision of judgments of a court, as such award cannot be attacked for irregularities; all intendments being indulged in its favor.—*Gandy v. Tippet*. Supreme Court of Alabama. 46 South. 462.

Failure to Properly Route Shipment.—Where a carrier was without notice of the provision of the contract of sale between consignor and consignee which authorized consignee to refuse to accept the shipment unless routed over a certain railroad, it was not liable, on failure by it to follow the routing instructions of consignor, resulting in refusal by consignee to accept shipment, for damages so sustained by consignor.—*St. Louis S. W. Ry. Co. v. Louisiana & Texas Lumber Co.* Court of Civil Appeals of Texas. 109 S. W. 1143.

Notice to Bonding Company.—Under the provision of a bond of indemnity against loss from fraud or dishonesty of an employee requiring the employer immediately on learning thereof to notify the guaranty company "of any act of omission or of commission on the part of the employee which may involve a loss for which the company is responsible," the employer is not required to give notice that on one occasion the employee was drunk and robbed of what the employer supposed was his own money, or that he was allowed to overdraw his account, and that payment of his commissions was stopped for awhile for the purpose of having him pay the overdraft, and was afterwards commenced before the overdraft was paid.—*Long Bros. Grocery Co. v. United States Fidelity & Guaranty Co.* Kansas City Court of Appeals. 110 S. W. 29.

Contract to Buy and Press Hay.—If buyers contract with a seller to press and deliver hay, and the seller refuses to press the hay, he breaks the contract, and the buyers may proceed to press it themselves.—If persons buy hay which is to be pressed by them and removed from the seller's premises, they have a right to press the hay within the time that by the terms of their contract they were to remove it.—The pressing of the hay by the buyers would be a condition precedent to a right of action on the contract, and, if they should fail to perform that condition, performance by the seller would become impossible, and he would be released from liability.—*Austin & McCargar v. Langlois.* Supreme Court of Vermont. Grand Isle. 69 Atl. 739.

Discrimination in Car Supply; Measure of Damages.—It is the duty of a railroad company, both under the common law and by statute in this state (section 3373-1, Rev. St.), to extend to all persons, without favoritism or discrimination, equal opportunities and facilities for receiving and shipping freights of all kinds of the same class. In an action against a railroad company by a person engaged in the handling and shipping of hay, grain and straw to recover damages for alleged discrimination against him by the company's giving to other shippers handling and shipping the same kind of freight special or unequal preferences in the distribution and delivery of cars, the plaintiff is only entitled to recover as damages such sum as will compensate him for the loss or injury actually sustained as the result of such discrimination, except that in any such action, if discrimination be proved, the recovery shall not be less than \$500. In such action, where there is no allegation of special damages, the measure of damages to which the plaintiff is entitled is the difference between the market value of the hay and straw that

would have been transported in the cars the plaintiff should have received at the point to which they were to have been carried at the time when they would have reached their destination and the market value of said hay and straw at the same time at the place from which they were to have been carried, less the cost of transportation between the two points.—Appeal by Toledo & Ohio Central Ry. Co. against John Wren of Deunquat from Wyandot County Circuit Court. Supreme Court of Ohio. 84 N. E. 785.

Actual Loss is Measure of Damages.

The Coates Grain Co., Wichita, Kan., Plaintiff, vs. Kelly Bros., Corwin, Kan., Defendant. Before the Arbitration Committee of the Grain Dealers National Ass'n, on appeal from the Kansas Grain Dealers Ass'n.

The evidence in the case shows that the plaintiff bot of the defendant a certain quantity of corn at a certain railroad station in the state of Kansas. There is no question between the parties as to the contract in all its particulars. The defendant defaulted on said contract, and it became necessary for the plaintiff to purchase the corn of other parties and at other points, to fill the contract. The amount claimed by the plaintiff, as damages against the defendant, for non-fulfillment of contract, covers—according to the evidence—the actual loss to the plaintiff by reason of the non-fulfillment of contract. The award made by the Arbitration Committee of the Kansas Grain Dealers Ass'n under date of April 12th, 1907, appears to this committee to be in all its essential points a fair and just disposition of the case, and the same is hereby affirmed.

H. S. Grimes, Chairman.

C. Miles.

E. M. Wasmuth.

Arb. Comm. Grain Dls. Nat'l Ass'n.

ARBITRATION AWARD.

The Coates Grain Co., Wichita, Kan., vs. Kelly Brothers, Corwin, Kan.

In the above entitled cause it has been shown that while defendant was in plaintiff's office, the said plaintiff purchased from defendant 5,000 bus. of corn to be loaded at Hazelton, Kan., and shipped to Colorado via the A. T. & S. F. Ry., during the month of November; that a written confirmation of this purchase and sale was made and signed by both parties; that the defendant defaulted and failed to ship the grain within the time specified; that plaintiff extended the time and warned the defendant that loss would result unless shipment was made; that defendant promised shipment would be made within the extended time; that defendant again defaulted and plaintiff found it necessary to go into the market and try to buy for defendant's account, a sufficient quantity of grain to fill said contract; that plaintiff succeeded in buying a part of this grain at 2½¢ per bus. loss, a part at 3¢ per bus. loss, and being unable to obtain the balance at equal advantage, succeeded in cancelling the remainder at 3¢ per bushel; that this extra effort in the interest of defendant cost plaintiff \$6.35; that the total loss to plaintiff amounted to \$150.00, which loss defendant refused to pay, alleging that the condition of the weather and shortage of cars prevented shipment, and that settlement should be made on a basis of market values east, and submitted Wichita market quotations to sustain his contention.

Rule 12 of our National Trade Rules reads, "The word 'terms' shall mean that the weights and grades of a shipment shall be determined in the market agreed upon at time of sale." The confirmation in this case specifies that the destination shall be in Colorado, and that destination grades shall govern. Hence, it naturally follows that if Colorado inspection shall govern the grade, the Colorado market must necessarily determine the difference in value between the contract price and the value of like grain at the close of the extended time limit of this contract, and that the only market to be considered in this case would be the market to which the grain bot was to be moved.

Further investigation of the evidence presented shows that Hazelton, the point at which this grain was to be loaded, is one of a limited number of stations that enjoy an exceptionally low rate to Colorado, and that because of the Colo-

rado demand, grain loaded and shipped from these stations enjoying this favorable rate, was much higher relatively than the general markets would indicate or allow. Evidence further shows that to have bot in this grain from stations not enjoying this favorable rate, would have resulted in greater loss than it now is.

This committee does not believe that the condition of the weather or shortage of cars was a valid excuse for defendant's failure to fulfill contract, and inasmuch as the evidence shows that the plaintiff bot in a part of this corn and cancelled the balance at as low and favorable price as could be obtained, it is the opinion of this committee that the plaintiff is entitled to the full amount of its claim, of \$150.00, and that said amount should be paid to plaintiff by defendant, and the costs of arbitration, amounting to \$5.00, shall also be assessed against said defendant.

Witness our hands this 12th day of April, 1907.

(Signed) J. A. Pribbles,
C. A. Smith,
K. G. D. A. Arb. Comm.

Shippers Should Discriminate Against Low Grade Hay.

Hay shippers seem so eager to buy they give little heed to the quality of hay and frequently load up a market with low grade stuff to their own detriment. The receivers experience much difficulty in moving the poor stuff and it sticks only to depress the market price of the better grades. Mr. McClure of the Bureau of Plant Industry in a recent letter refers to low grade hay as follows:

United States Department of Agriculture,
Bureau of Plant Industry,
Farm Management Investigations.

Washington, D. C., June 20, 1908.

W. D. Power & Co.,
No. 14 Hay Exchange,
New York, N. Y.

Gentlemen:

I have just received your trade letter dated June 18th, and will say that the last half of this letter is particularly interesting to me. I have just finished a trip throughout the Southern States, and one thing that I noticed particularly while visiting markets was the very large amount of low grade hay. The cause of the grade being low was due mostly to weeds, fine grasses, and other foreign materials. I have been preaching to the shippers that there is no excuse for hay containing so much weeds and other trash, and that just as soon as there is a difference made between prices of good hay and this poor stuff the farmers will begin to plow up their old meadows and raise good clean hay.

If country buyers would agree on paying for hay according to its purity, a great deal of the trouble, year by year, to dispose of low grade hay would be done away with. Of course, you know that on a great many of the eastern farms timothy meadows are cut for a number of years, and no system of crop rotation is followed. Many of these farmers would not know just how to proceed if they only grew hay for three or four years on the same field.

The department has made a study of hay growing, and is ready and willing at all times to plan cropping systems which will do away with this continual cutting of hay on the same field year after year. If the receivers of hay, generally, would send out trade-letters, such as yours, and tell the shippers frankly that they do not care to handle this poor stuff, it would be of benefit not only to the handlers of hay, but to the producers as well. Yours truly,
H. B. McClure, Scientific Assistant.

Imports and Exports of Rice.

Imports of rice, rice flour, rice meal and broken rice for the ten months prior to May 1 have been 164,868,657 lbs.; against 175,675,678 lbs. for the corresponding period of 1906-7.

Exports of rice, rice flour, rice meal and broken rice for the ten months prior to May 1 have been 27,770,000 lbs. of domestic and 8,080,266 lbs. of foreign origin; against 23,008,000 lbs. of domestic and 6,023,964 lbs. of foreign origin for the corresponding period of 1906-7, as reported by O. P. Austin, chief of the Bureau of Statistics.

German Research Elevator.

The Milling Research Institute, Berlin, Germany, was organized last July to deal wholly with questions that arise in connection with the economic utilization of grain. Certain general principles underlie the preparation of cereals for consumption. In order to study them prop-

ding grain as one side of the building fronts the Berlin-Spadua ship canal while a branch of the Hamburg railroad, leads to the opposite side of elevator.

This elevator is equipped with a marine leg, conveyors, dust collectors, grain cleaning machinery, automatic scales and a 42 h.p. steam engine. It has a storage capacity of 35,000 bus. and a handling



Grain Elevator of Milling Research Institute, Berlin, Germany.

erly the Institute built a wheat and rye mill, bakery, and elevator.

The elevator, shown in illustration, was formerly the property of the Maltsters Institute. It is favorably located for han-

capacity of 600 bus. per hour. For the cost of the plant an American elevator engineer would build a plant of three times its capacity. We are indebted to the Operative Miller for the engraving.

Compound Friction Clutch.

A high speed, large power compound friction clutch has been perfected for the grain trade and is illustrated herewith. Altho it has just been placed on the market it has been thoroly tried out.

The clutch is made with two sets of "V" shaped wooden shoes extending around its entire circumference, which gives it large bearing surface and a proportional increase in power. When used as a cut-off coupling, the "V" shaped construction of the wooden shoes and iron friction rings or grips which engage the latter, help to keep the shafts in line, which grain dealers will immediately recognize as an important feature.

The clutch may be operated at any reasonable speed, since the special design is not affected by centrifugal force. It has been successfully operated at speeds as

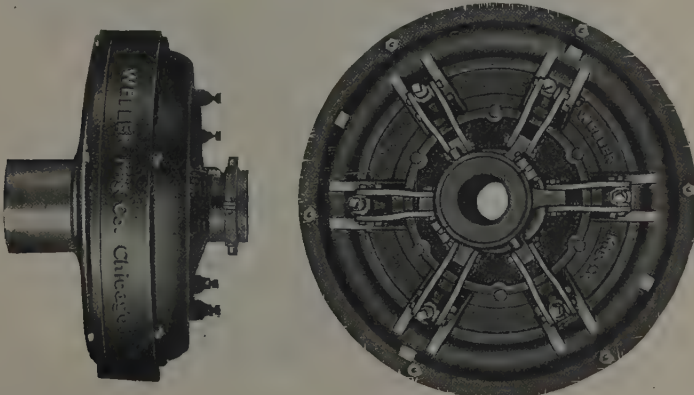
high as 1,200 R. P. M., and given excellent satisfaction.

The mechanism of the clutch is stationary when the clutch is thrown out, and can therefore be adjusted without shutting down the machinery. All that is necessary to adjust the clutch is to turn set screws and tighten jam nut.

The illustrations show the clutch enclosed, presenting a smooth appearance, free from revolving shoes or grips, with nothing projecting but portions of the links necessary for adjustment.

The virtue of this clutch is its simplicity. It has only a few parts and may be quickly taken apart for repairs. All of the gripping mechanism is made of steel, thus reducing possible repairs to a minimum.

This compact, powerful clutch is manufactured by the Weller Mfg. Co.



Side View.

Compound Friction Clutch.

End View.

3rd

Owing to the enormous grain surface exposed to the air currents, drying can be done at a temperature as low as 110 degrees Fahr., and **NOT** destroy the capacity of the Drier.

The Ellis Grain Drier

See Next Page.

Supply Trade

Some advertisers acquired a bad habit in the days when advertising theory was more nebulous.

The habit is this: To determine the amount of an advertising appropriation by taking a certain percentage of the previous year's net profits.

Could anything be more contrary to the logic of advertising? Such procedure implies that advertising is a sort of ransom, a sop to Cerebus; whereas, it is really an investment.

The reasonable advertiser determines the amount of his appropriation by asking himself two questions: "What do I want to accomplish?" and "Have I or can I get the money to do it?"

The Winters-Coleman Scale Co. has been incorporated to succeed the American Grain Meter Co., Springfield, O. The company will manufacture automatic hopper scales and baggers, grain meters and special scales for millers.

C. L. Hogle, Indiana representative of the Invincible Grain Cleaner Co., has just completed an extended trip thru the South. He reports the best business he has ever known and especially a growing demand for garlic separators.

James P. Freret, dealer in mill machinery and supplies at New Orleans has been appointed agent for the Avery Scale Co. There is a growing demand for automatic scales in the South and Mr. Freret expects to satisfy prospective purchasers with the Avery.

O. J. Slusser, architect and builder at Van Wert, O., decided that it was impossible to improve his make of elevators so he would improve the quality of paper upon which he makes the drawings of elevators. Instead of using common blue print paper he draws on mounted cloth which is unaffected by rough handling, water or dirt.

The Cleland Mfg. Co. has been incorporated by A. V. Cleland, E. T. Cleland and J. A. Madden for the purpose of manufacturing grain cleaners. Mr. A. V. Cleland has been making grain cleaning machinery for a number of years and the company will continue the business he has started. Minneapolis will be headquarters.

H. W. Caldwell & Son Co., of Chicago, Ill., Engineers, Founders, Machinists and Manufacturers of Elevating, Conveying and Power-Transmitting Appliances announce that they have opened a New England Engineering and Sales office in Boston. This office is in charge of R. White, Mechanical Engineer, who will give attention to engineering propositions, inquiries and orders from the New England States.

The Standard Clutch Mfg. Co., Sidney, O., has added a foundry 140x60 ft. to its manufacturing plant and is now in a position to make its own castings. The reach arm of its standard clutch has been displaced by a take up bolt to overcome any possible wear and allows the operator to place handles to clutch in any position. The company has also made an engine clutch on the same principle as its regular friction jaw clutch. The feature of the clutch is that the wheels which are used to throw it in and out of gear are at all times stationary.

The J. Thompson & Sons Mfg. Co. has been reorganized, the trustee has been discharged and the factory has resumed operations.

The Finton Grain Elevator Construction Co. has been organized to continue the business of W. L. Finton, elevator builder and contractor.

The Barnard & Leas Mfg. Co. has ordered an improved Hall Signaling Grain Distributor. The Burrell Engineering & Construction Co. has recently purchased eight improved Hall Signaling Distributors.

A representative of the Grain Dealers Journal attended an interesting meeting between three of the principal automatic scale manufacturers who met in a friendly way recently to discuss the scale situation. Among those present was Mr. Richardson, President of the Richardson Scale Co. He was of the opinion that the automatic scale business, like every other legitimate business, is constantly gaining friends. Mr. Richardson spoke enthusiastically of the success of his company, declaring that this year's business showed a more favorable profit than at this time last year. That the automatic scale business was unaffected by the general business depression and that where there was competition of a fair character it helped the business rather than destroyed it. He dwelt upon the significant fact that five years ago the automatic scale was looked upon as a toy or guessing instrument, but between that time and this it has been demonstrated automatic scales will weigh efficiently. The factory of the Richardson Scale Co. is running full capacity. The company sold 8 automatic scales last week to a railroad company operating a terminal warehouse.

Argentina's cultivated area increased from 12,088,340 acres in 1895 to 36,106,323 acres in 1907. In the 12 years the wheat area of the Argentine increased from 5,064,849 acres to 14,233,158 acres, as reported by the Ministry of Agriculture.

An Oscillating Cleaner.

The Ohio Oscillating Corn and Grain Cleaner is a machine recently placed upon the market to meet the demands of the elevator trade, which insists upon buying a cleaning machine that is well made, compact, durable, and reasonable in price.

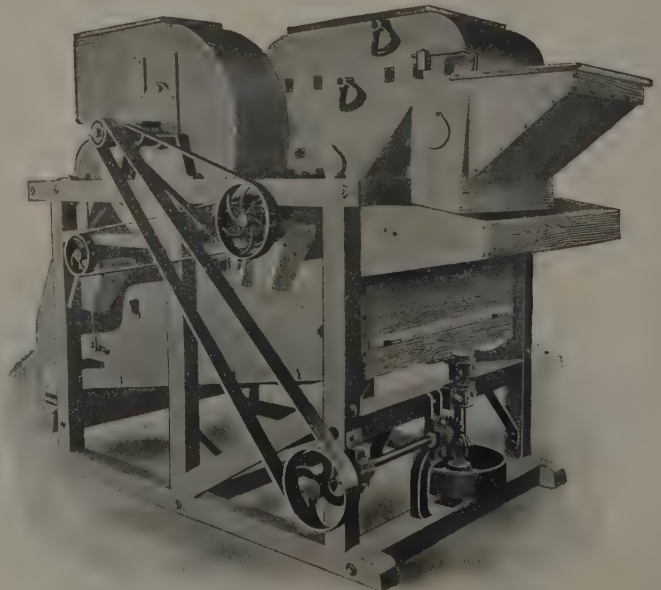
The material which composes the machine is the best seasoned hard wood that can be found, well braced, firmly mortised and bolted together with joint bolts. Its rigidity assures perpetual alignment, and its compactness, which does not affect its capacity, makes it an especially desirable machine for a crowded elevator.

The machine derives its motion from the fan shaft. The vertical eccentric shaft is driven by a pair of noiseless cut bevel gears from the lower counter, which in turn is driven directly from the fan shaft. This is plainly shown in illustration. The eccentric on upper end of vertical shaft gives an oscillating movement to the shoe which carries the screen. The opposite or discharge end of the shoe moves between two roller guides, which prevents it from swinging sideways, and is suspended by heavy adjustable wrought iron rods. The gyrating wheel on vertical shaft absorbs any vibration.

The air separation in this cleaner is especially noteworthy as the air is made to pass through the grain as well as over it. All silks, husks, and other refuse in corn are drawn directly into the fan box and blown into dust room when corn is cleaned.

Various screens for scalping, removing seed or cockle are made for the cleaner and they may be placed or replaced quickly. This cleaner is manufactured by The Philip Smith Mfg. Co., Sidney, O.

The rules for grading wheat are so worded that the chief requisite of a full-fledged grain inspector is the ability to handle a brass bucket, said Geo. A. Aylsworth before the recent convention of the Operative Millers Ass'n at Minneapolis.



Oscillating Corn and Grain Cleaner.

Patents Granted

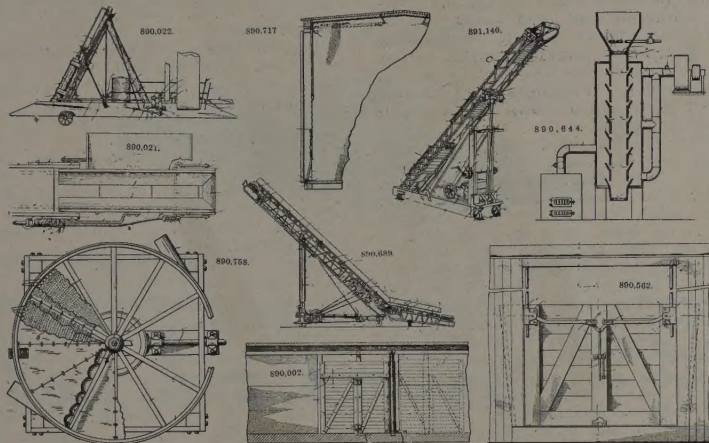
Malting Kiln. No. 890,031. John F. Dornfeld, Chicago, Ill.

Grain Dump. No. 890,022. (See cut.) Jos. E. Camp, Washington, Ill., assignor to Camp Bros. & Co., Metamora, Ill. The lifting means for dumping the wagon is operated by hydraulic pressure from a continuously acting hydraulic pump on the platform.

Elevator. No. 891,140. (See cut.) Frank H. and Fred H. Brown, Portland, Ore. The

Car Door. No. 890,562. (See cut.) Edgar B. Gilleland, Jackson, Mich., assignor to Universal Railway Equipment Co., Jackson. The door is vertically slidable. To its upper corners are secured keepers receiving rods having pivotal connection at their upper ends. Pivoted to the keepers are oppositely disposed horizontal cam levers closing the open sides of the keepers and adapted to grip the rods and secure the door in an adjusted position. The operating bar is slidable on the door and has a crosshead on its upper end and a lock pin at its lower end.

Grain Door. No. 890,717. (See cut.) Frank T. Slayton, St. Joseph, Mo., assignor to Bender Car Door Co., Kansas City, Mo. The door is formed in two sections, the uppermost extending inside the posts and the lowermost fitting between them and resting when closed in an inclined position,



elevator frame is raised and lowered on a supporting frame which is portable. The under portion of the elevator frame is engaged by a controller having anti-friction bearings.

Conveyor. No. 890,689. (See cut.) Wm. L. McCabe, Seattle, Wash. The conveyor belt is arranged within a framework in which is journaled the driving shaft transmitting power by gearing to a second shaft which drives the belt. In combination with the main conveyor framework is an auxiliary framework also containing a belt and shaft.

Grain Drier, Scourer and Cleaner. No. 890,758. (See cut.) Henry P. Crockett, Battle Creek, Mich., assignor to Alanson M. Keeney, Augusta, Mich. A cylindrical case contains conical floors above which travel sweeps attached to a central shaft. The sweeps are armed with chains to work the grain thru perforations in the alternate floors. Means are provided for admitting grain and air and for removing both.

Portable Grain Elevator. No. 890,021. (See cut.) Jos. E. Camp, Washington, Ill., assignor to Camp Bros. & Co., Metamora, Ill. The elevator comprises two pivotally connected sections, a shaft and its wheels located at each end of the elevator, a drag carried by the shafts, means for automatically and positively shifting the shaft in one direction to take up the slack in the drag and maintain a substantial uniform tension on the drag.

Grain Door. No. 890,002. (See cut.) Walter S. Williams, Clinton, Ill., assignor of $\frac{1}{2}$ to Wm. Hastings and $\frac{1}{2}$ to Chas. W. Fifer, Clinton. The door section has a swinging connection with one side of the car door frame; and a second or outer door section has a hinge connection with the first mentioned door section. A third door is such length as to entirely span the doorway and is supported on a hinge rod, the lower surface of which rod coats with an inclined bearing plate to slightly elevate the doors as they are swung into the car.

while hinge connection with the threshold permits it to open outward and downward. In opening, the lower section is permitted to swing outward and then inward between the posts, and then both sections are permitted to swing inward and upward beneath the car roof. A sealing strip is hinged to the threshold to seal the bottom of the door.

Grain Bleaching Apparatus. No. 890,644. (See cut.) William L. Harvey and William Tweedale, Chicago, Ill. This patent has just now been granted, altho application was made as long ago as Sept. 24, 1902. A narrow, vertical grain stack has a series of inlets and a series of exhaust ports in opposite sides thereof arranged to permit the transverse passage of bleaching fumes thru all portions of the stack. At the top of the stack is a hopper containing a perforated steam pipe for moistening the grain therein, while surrounding the stack is a fume chamber receiving the fumes by pipe from generator and discharging into piping leading to exhaust fan. A valve at the bottom of the stack controls the flow of grain and keeps the stack at all times filled with grain.

Believe almost all of old grain is out of country. There has been every inducement to dealers to send their corn and oats here. Everybody knows stocks of wheat are shorter than they have ever been in the history of the country. Look for high prices until the new crop begins to move.—Fred Austin.

While connected with the grain interest the Grain Dealers Journal has been of much interest to me and worth considerably more than the subscription price in its benefit. I do not see how any man could run a grain business or stay in touch with the general grain interests without being a subscriber to the Journal.—J. A. Comer, Kansas City, Mo.

4th

Corn handled through the **ELLIS DRIER** IS NOT **BROKEN**
OR DISCOLORED, owing to the low temperature used.

ELLIS DRIER COMPANY,

747 Postal Telegraph Building, Chicago.

Books Received

BULLETIN NO. 1 of the Interstate Commerce Commission, containing the 61 conference rulings which form precedents, have been collected in a bulletin by the Commission and published by the Traffic Information Bureau, Chicago. Price, 5 cents.

MILLET.—This hot weather annual, used primarily for the hay and forage, has several varieties known as foxtail, broom corn millet, barnyard millet, pearl and teosinte, the differences in which are noted by C. G. Williams in Circular 81 of the Ohio Agri. Exp. Sta., Wooster, O.

ALLOWANCES TO ELEVATORS.—The brief for the Cincinnati Chamber of Commerce presented by E. E. Williamson before the Interstate Commerce Commission, in the matter of allowances to elevators by the Union Pacific Railroad Co., has been published in a pamphlet of 15 pages by Mr. Williamson, who is Commissioner of the Receivers and Shippers Ass'n of Cincinnati, O.

COMMERCIAL FERTILIZERS.—After 7 years' enforcement of the Indiana fertilizer law the showing made in 1907 is unfavorable, in that an increasing number of samples are falling below the guaranteed analysis, and that prosecutions may be necessary to insure the protection which the law was designed to afford. This law provides that the manufacturer or dealer shall procure from the state chemist tags in lots of 500 at \$5 to be affixed one to every 200 lb. package. The apparent failure of this law to protect the consumer did not deter the fee grabbers from procuring the enactment of a somewhat similar law last year governing

the sale of commercial feeding stuffs, and which already is proving to be only a tax. Since sales during 1907 were over 100,000 tons the fertilizer fees must have aggregated considerably more than \$10,000. A very complete summary of the work of the state chemist is published in Bulletin No. 125 of Purdue University Agri. Exp. Sta., Lafayette, Ind.

MILLO AS A DRY LAND GRAIN CROP.—Climatic conditions have marked out for milo a certain territory in the United States which it by no means fully occupies. From western Texas, where in a few years it has become a staple crop, this grain is certain to spread northward and westward as far as North Dakota and Southern California. It is an earlier and more drought resistant crop than corn and makes a satisfactory feeding substitute, and milo yields 10 bus. more than corn to the acre. Resembling the three other sorghums grown in this country, broom corn, sweet sorghums and kafir, milo is distinguished as belonging to the durra group grown almost exclusively for grain.

Milo was first known as yellow milo maize and has been called branching doura, dwarf milo, dwarf milo maize, millo, millo maize and red Egyptian corn. The yields obtained at the Amarillo, Tex., experiment farm have averaged 40 bus. per acre, and yields of 55 bus. are reported. The weight per measured bu. when of good quality is fully 60 lbs. The principal use of milo on the farm is as a feeding grain similar to corn. There is now a growing market for milo grain. Apparently increasing quantities are being used in poultry foods and in chops. Some is sold on local markets for seed or for feeding. The improved variety of milo is described in a bulletin by C. R. Ball telling how to grow and how to use

milo, just published as Farmers Bulletin 322, by the U. S. Dept. of Agri., Washington, D. C.

CULTIVATION OF SMALL GRAINS.—An average increase of 4.8 bus. per acre is obtained by cultivating drilled oats, and an average increase of 5 bus. per acre by rolling wheat. The conditions under which cultivation pays, and the use of the fanning mill for selecting seed wheat and seed oats are described in Bulletin No. 104 of the University of Nebraska Agri. Exp. Sta., Lincoln, Neb.

Struck by Lightning.

Mar. 5. F. E. Smith, Whiting, Ia. Destroyed.
May 21. W. C. Brown, Palmer, Kan. No fire.
May —. Farmers Elevator Co., Campbell, Minn. Damage, \$100.
May —. Nye Schneider Fowler Co., Schleswig, Ia. Destroyed.
May —. Hubbard & Palmer Co., Truman, Minn. Damage light.
May 28. M. J. Stotler, Strawn, Ill. Damage, \$75.
May 29. McFadden Bros., Havana, Ill. Extinguished with small loss.
June 4. Canadian Co. Mill & Elevator Co., Richland, Okla. Destroyed.
June 6. Marsh & Burke, Scottsville, Kan. No fire.
June 7. T. B. Hord Grain Co., Polk, Neb. Small loss.
June 11. E. H. Read, St. Paul, Neb. Considerably damaged.

Spain is making remarkably successful experiments in rice growing, and lands suitable for rice crops have advanced in price to \$700 and \$1,000 an acre.

PROFITS FOR POLICYHOLDERS

You are forced to carry insurance; when you borrow, an insurance policy must accompany the collateral, your banker will demand a policy on which a loss can be collected.

In placing your insurance, you should know: 1st, Is the Company sound? 2nd, Will it pay its losses? 3rd, Is the cost reasonable?

The Millers' National Insurance Co. is managed in the interests of its policy holders, each policy pays a profit to the insured. During 1907 an assessment of only 6½% was made for the year or only 32½% of the annual rate, equal to a profit or saving to policy holders of 67½% on the basis of a cash premium for the rate charged.

It is up to you to investigate.

Cash Assets	\$1,357,583.18
Liabilities	474,477.91
Net Cash Surplus	883,105.27

Risks in force Dec. 31, 1907	\$40,340,770.96
An increase during 1907 of	4,477,949.99
Losses paid since organization	5,624,753.10

ADDRESS:

MILLERS' NATIONAL INSURANCE CO.

CHARTERED 1865

No. 205 La Salle Street, CHICAGO, ILLINOIS

OR NEAREST AGENCY MANAGER

{ CHAS. H. RIDGWAY, Kansas City, Mo., Southwestern Agency.
I. N. JUST, Seattle, Washington, Pacific Coast Agency.
H. M. GILES, Minneapolis, Minn., Northwestern Agency.

Fire Insurance Companies

ORGANIZED 1883

The Western Millers Mutual Fire Insurance Company

KANSAS CITY, MO.

CHAS. H. RIDGWAY, Secretary

SAFE INDEMNITY

Flour Mills, Elevators, Warehouses and
contents,

Gold Bricks of Speculation

By John Hill, Jr.

A 500 page book, copiously illustrated, exposing market prognosticators, bucket shops and get-rich-quick schemes, and their methods of swindling the unposted public. It has received much favorable comment from the press throughout the country and should be read by all who are desirous of avoiding throwing their money into the laps of fakers. Mr. Hill has handled the matter without gloves and gives the names of many of the illegitimate concerns. It enables the reader to distinguish between legitimate speculation and gambling and is worth its price many times over. Price, postpaid, \$2.18.

GRAIN DEALERS JOURNAL

255 LaSalle St.,

Chicago, Ill.

Millers Mutual Fire Insurance Association of Illinois

ALTON :: ILLINOIS

Wrote \$9,897,311.23 Insurance last year
Paid \$116,523.11 in losses last year
Added \$20,545.96 to surplus last year
Assessed only 40% of basis rates last year

If you want the best of Insurance
at the lowest cost, write to us.

Insurance in force	-	\$13,551,441.39
Face value of notes	-	1,701,351.60
Cash Assets	- - -	336,038.85

GEO. POSTEL, Prest.
A. R. McKINNEY, Sec.

Chicago Agent:
M. W. PUGIT, 740 National Life Building.

THE OLD RELIABLE



INSURES ELEVATORS
AND GRAIN

PERMANENT OR
SHORT TERM POLICIES

You Are Losing



a goodly portion of your
profits if your fire insurance
costs more than
country elevators should
pay.

Nearly 2000 grain dealers
have united in the



for a low cost insurance on their well
constructed, well kept profitable
properties. For references in your
neighborhood write

C. A. McCOTTER, Secretary.

Mill Owners' Mutual Fire Insurance Co. Des Moines, Iowa

Organized 1875

INSURES MILLS, ELEVATORS,
WAREHOUSES and CONTENTS

Net Cash Assets	- - - - -	\$ 266,243.81
Losses Paid	- - - - -	1,339,403.60
Saved to Policy Holders	- - - - -	1,752,149.12

J. G. SHARP, Secretary

ESTABLISHED 1889

Indiana Millers Mutual Fire Insurance Company

OF INDIANAPOLIS, IND.

MILLS AND ELEVATORS ONLY

Purely Mutual

E. E. PERRY, Secretary

Grain Shippers' Mutual Fire Insurance Association

IDA GROVE - - IOWA

Risks in force	\$6,927,000.00	Dividends on the basis of
Admitted assets, Dec. 30, 1907	50,197.76	80% cost.
Total liabilities	4,735.00	We write Fire, Lightning
Net assets, Dec. 30, 1907	\$45,462.76	and Tornado Insurance for
		the Grain Trade.

F. D. BABCOCK, Secretary

GRAIN STORAGE REC IPTS for keeping a record of
grain stored. 50 tickets,
printed on bond paper 10 1/2 x 3 1/2 in., in each book. Order form No. 4. Price 50 Cents.
GRAIN DEALERS JOURNAL, - - - 255 La Salle Street, CHICAGO

ELEVATORS WANTED

To get in direct communication with would-be buyers of grain elevators reply to ads
in the "Elevators Wanted" columns of the GRAIN DEALERS JOURNAL.

THE NAME

on the **ELEVATOR BELTING** you buy is of more consequence than the price you pay.

ELEVATOR OPERATORS

confine your speculations to Grain

Don't experiment when buying Belting. Get the kind that's stood the test.

NOTICE THE BRAND



It's Safe; Economical; Guaranteed.

The Gutta Percha and Rubber Mfg. Co.
CHICAGO, ILLS.

Webster Machinery

**For Grain Elevators
And Flour Mills**



**Spiral and Belt Conveyors
"Acme" Elevator Buckets
Chain Belting
Friction Clutches
Shafting, Pulleys, Hangers**

Webster M'f'g Co.

1075-1111 West 15th St., CHICAGO

EASTERN BRANCHES:

88-90 Reade St., New York

Pennsylvania Bldg., Philadelphia

THE DAY CO.
MINNEAPOLIS, MINN.

**Double Chambers
Insure
Thorough Separation**

DAY'S DUST COLLECTOR are duplex in construction. They have double chambers and make two separations with but one even free circular flow of air. No sudden change of direction or unnecessary friction to cause back pressure on the fan.

THE DAY COMPANY
Successors to H. L. Day, 1132 Yale Place,
MINNEAPOLIS, MINN.

Hess=Dried Corn

Dried with Warm Air } With a
Cooled with Fresh Air } **Hess Drier**

Best for Shipping

Best for Storing

Best for Milling

Hess=Dried Corn is normal in all respects. It will germinate strongly, and its milling qualities are improved. The treatment of **Hess Drying** sweetens it, removes all odors, and by driving out all excess moisture prevents heating and makes it safe for shipping or for storing indefinitely.

Sold by many leading grain dealers throughout the U. S. A free list of these dealers will be supplied on request.

Hess Warming & Ventilating Co.

907A Tacoma Bldg., Chicago

We Want Consignments You Want Satisfaction

TRY US!

Northwestern Elevator & Grain Co., Peoria, Ill.

**FORWARD ALWAYS
NEVER BACKWARD**

The Evans Motor Attachment

Your elevator legs must run if the motors are equipped with

"The great profanity saver"

Send for circular.

SCOTT F. EVANS, Minneapolis, U. S. A.